

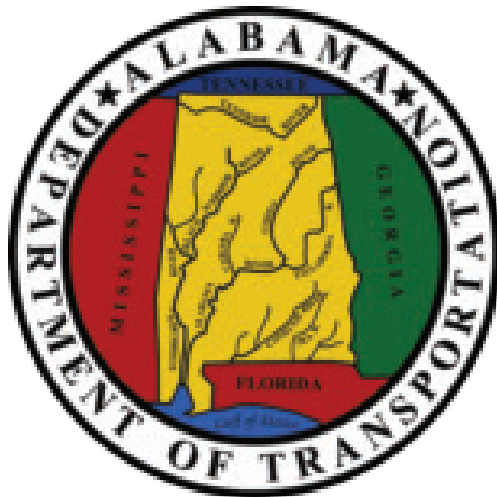


ALDOT 108TH ANNUAL REPORT FISCAL YEAR 2019

ALDOT 2019 ANNUAL REPORT

ALDOT
1409 COLISEUM BLVD.
MONTGOMERY, AL 36110

ONE HUNDRED EIGHTH ANNUAL REPORT



FISCAL YEAR 2019
OCTOBER 1, 2018 - SEPTEMBER 30, 2019

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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ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard
Montgomery, Alabama 36110

Telephone: (334) 242-6311 • Fax No.: (334) 262-8041

Kay Ivey
Governor



John R. Cooper
Transportation Director

March 27, 2020

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 *108th 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, 2019**

Transportation Director

Finance and Audits Bureau
Legal Bureau
Special Counsel
Office of Transportation Enforcement

Chief Engineer

Office of Engineering Services

Assistant Chief Engineer, Policy and Planning

Computer Services Bureau
Local Transportation Bureau
Office Engineer Bureau
Research and Development Bureau

Assistant Chief Engineer, Pre-Construction

Bridge Bureau
Design Bureau
Quality Control Bureau
Right-of-Way Bureau

Deputy Director, Operations

Construction Bureau
Equipment Bureau
Maintenance Bureau
Materials and Test Bureau

Region

North Region
East Central Region
West Central Region
Southeast Region
Southwest Region

Deputy Director, Administration

Aeronautics Bureau
Air Transportation Bureau
Compliance and Business Operations Bureau
Media and Community Relations Bureau
Personnel Bureau
Training Bureau

Deputy Director, Fleet Management

John Cooper

Kelly Brendle
Bill Patty
Ellen Leonard
Lynn Childs

Don Arkle

Brian Davis

Edward Austin

Michael Stokes
Ed Phillips
Clay McBrien
Michelle Owens

William Adams

Tim Colquett
Steve Walker
Terry McDuffie
Philip Shamburger

George Conner

Skip Powe
Stan Carlton
Stacey Glass
Scott George

Region Engineer

Curtis Vincent
DeJarvis Leonard
James Brown
Steve Graben
Matthew Ericksen

Maxine Wheeler

John Eagerton
Brian DeKruyff
Clarence Hampton
Tony Harris
Steve Dukes
Bridget Jones

Willie Bradley

A YEAR IN REVIEW

The 2019 fiscal year brought major milestones for the Alabama Department of Transportation. While being pinched by rising costs and stagnant funding for the better part of the past two decades, ALDOT had become more focused on maintaining existing roads and bridges with only minimal effort toward addressing capacity needs across the state.

FY 2019 saw a major shift in public policy, with the Legislature following the strong lead of Governor Kay Ivey who used her State of the State Address to send a clear message that addressing transportation funding was one of her top priorities. To address Alabama's critical need for more funding for roads and bridges, Governor Ivey called the Legislature into special session to address a 10-cent increase in Alabama's fuel tax along with enhancements in transportation accountability. The resulting Rebuild Alabama Act gained overwhelming support for passage, and it will allow ALDOT to develop programs to focus on congestion relief, economic development roads and system preservation.

Another much needed investment in Alabama's infrastructure, the I-59/20 Central Business District bridge project, continued to make steady progress. To minimize down time for this busy downtown thoroughfare, the bridge replacement portion of the project utilized segmental construction. Upon completion, this bridge will better accommodate the increased amount of traffic well into the future for Alabama's largest city.

Legislature Addresses Transportation Funding

In a special session, legislators passed the first gas tax increase in Alabama since 1992.

On Sept. 1, 2019, the gas tax saw a 6-cent increase, followed by a 2-cent increase Oct. 1, 2020, and a 2-cent increase Oct. 1, 2021. Beginning in 2023, the tax will be tied to the National Highway Construction Cost Index and go through automatic adjustments not exceeding one cent per gallon every two years.

ALDOT's share of the first-year increase is estimated to bring in \$122 million (FY 2020). ALDOT's share of new funding is estimated to increase to \$164 million in 2021 and to \$206 million in 2022, before indexing begins.

About 67 percent of the money raised from the tax will go to the department. Twenty-five percent will go to counties, with 45 percent of that allocation distributed evenly among the 67 counties, and the rest allocated based on population. Alabama cities will get about 8 percent of the funds.

The legislation also established a \$200 annual fee on electric vehicles and a \$100 fee on plug-in hybrids. Some of the money raised will fund a grant program to install electric transportation infrastructure, like charging stations.

The Port of Mobile will also see much needed improvements in the future, thanks to \$11.7 million a year from the new revenue. This allocation will allow for a larger pool of federal funding to be drawn down to help deepen and widen the port's channel, allowing for its use by larger cargo ships that it currently cannot accommodate.

ATRIP-II and the Annual Grant Program

Under the Rebuild Alabama Act, ALDOT is required to create two grant programs.

These programs are funded off the top of ALDOT's share of new funding. The first program is the Alabama Transportation Rehabilitation and Improvement Program-II



Gov. Ivey addresses the media on March 1, 2019, on the Capitol Steps about the Rebuild Alabama Act.

(ATRIP-II). The Rebuild Alabama Act requires ATRIP-II to be an annual program setting aside a minimum of \$30 million for projects of local interest on the state-maintained highway system.

The projects are selected by the ATRIP-II Committee created by the Rebuild Alabama Act. The projects are required to move forward within two years of the awarding of funds. Local projects can range from additional lanes to intersection improvements and turn lanes.

Another funding source for local governments is made available through the Annual Grant Program, the second of the two new programs created by the Rebuild Alabama Act. The Rebuild Alabama Act requires ALDOT to establish an annual grant program setting aside \$10 million for local road and bridge projects and is eligible for use on local-maintained highway systems.

Changes to Joint Transportation Committee

In order to address accountability and transparency, a companion bill to the Rebuild Alabama Act made changes to the role and structure of the Joint Transportation Committee. The changes are intended to create more accountability and to push for maximum efficiency and effectiveness in ALDOT's operations. The committee structure expanded to 13 representatives and 13 senators, which includes a House and Senate member for each of Alabama's seven Congressional Districts and the five ALDOT regions, plus minority representation.

Other Legislation during Fiscal Year 2019

While the Rebuild Alabama Act captured many of the headlines in the 2019 legislative session, several other pieces of legislation were passed that will impact ALDOT and its employees.



Gov. Kay Ivey signs the Roderic Deshaun Scott Seat Belt Safety Act into law. Joining Gov. Ivey, from left to right: Sen. David Burkette, Rodney Scott, Tony Harris (ALDOT), Allison Green (ALDOT), Renita Scott and Rep. Kelvin Lawrence.

Important tolling legislation was passed in 2019 to strengthen Alabama’s position for using public-private partnerships in the future. The first bill amended a current law that prescribes how toll enforcement is handled. The second piece of legislation clarified tax exemptions for the Alabama Toll Road, Bridge and Tunnel Authority. While both were technical in nature, their passage creates an important avenue of opportunity for a new way of meeting Alabama’s infrastructure needs.

The legislature also passed a two-percent cost-of-living pay raise effective Oct. 1, 2019. Before 2018, state employees went 10 years without a cost-of-living adjustment.

A change to the State General Fund budget allows ALDOT to now retain \$35 million of its funding that had been diverted to the Administrative Office of the Courts for more than a decade.

The Roderic Deshaun Scott Seat Belt Safety Act was passed, which now requires all occupants in a vehicle to wear a seat belt. Previously, only passengers in the front seat, and passengers in the back seat under 16 years old, were required by law to wear a restraint.

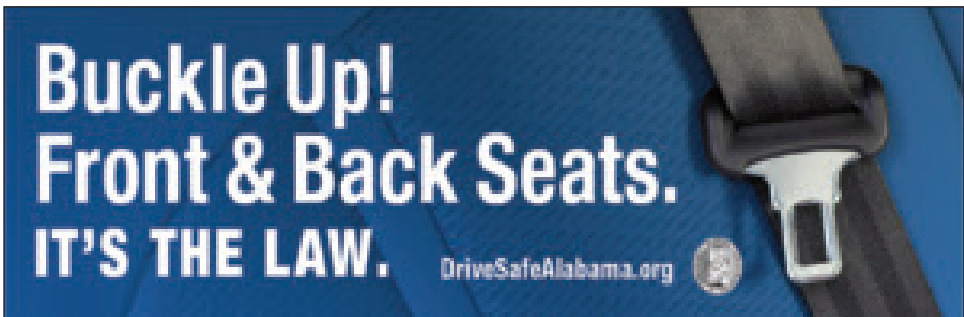
Drive Safe Alabama

ALDOT’s Drive Safe Alabama highway safety marketing campaign reached millions of people across the state to continue creating a culture where drivers put safety first. Roadway fatalities in Alabama continued to decline in 2019.

To inform the public of the change to the seat belt law, ALDOT initiated a campaign through its Drive Safe Alabama program. The campaign included public relations outreach and developing public service announcements and placing them on television and radio stations statewide and on social media.



Work Zone Billboard with ‘Brake for Jake’



New Rear Seat Belt PSA

National Work Zone Safety Awareness Week kicked off with a proclamation signing by Gov. Kay Ivey. Approximately five million impressions were made across the state with a public relations and marketing campaign that included a press conference, social media, billboards and signage in ALDOT rest areas and welcome centers. To put a human face on the tragedy of work zone fatalities, ALDOT employee Jacob Smith who died in a work zone crash, was featured in the work zone safety billboard campaign.

Changes in Administration

The 2019 fiscal year saw changes in administration at the central office. Transportation Director **John Cooper** appointed **Maxine Wheeler** as Deputy Director of Administration on Jan. 1, 2019. Prior to this appointment, she served as Training Bureau Chief for 13 years.



Maxine Wheeler, Deputy Director of Administration

Alabama Transportation Rehabilitation and Improvement Program: ATRIP I

Significant progress was made toward closing out ALDOT’s Alabama Transportation Rehabilitation and Improvement Program. The purpose of ATRIP 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 for cities and counties to rehabilitate and improve existing infrastructure, and, in some cases, provide new infrastructure. The program’s focus is on essential needs relating to roads and bridges. There has been an ATRIP project in every ALDOT regular letting since August 2012. The program is expected to let the last projects in FY 2020.

Central Business District Bridge

The 59/20 CBD Project was a necessary investment in Alabama infrastructure. Designed in the 1960s, the bridges were originally intended to accommodate up to 80,000 vehicles per day over a period of 30 years. Today, daily traffic exceeds 165,000 vehicles per day, and is expected to increase to 225,000 vehicles per day by 2035.

The final phase of construction was well underway in the 2019 fiscal year. This phase included demolition and reconstruction of the elevated portions of I-59/20 through downtown Birmingham and the reconstruction of the interchange at US-280/31. To minimize downtime in one of the busiest sections of Alabama’s interstate system, the new bridges were erected through segmental construction, with 2,316 segments and 153 columns that were pre-cast at a nearby casting yard.



A view of a segment being placed onto the I-59/20 bridge

An unprecedented comprehensive public awareness campaign was implemented. Efforts included a project-specific website with daily updates, social media outreach, geographically-targeted digital ads, and public service announcements on television and radio. Press conferences and monthly webinar-style media briefings, along with media advisories, were used to keep the news media informed. ALDOT representatives attended monthly neighborhood association meetings to keep citizens informed and address community concerns.

Focusing on Leadership Development

ALDOT hosted its first Leadership Academy Class Reunion in the 2019 fiscal year. Graduates from the first two classes of the Leadership Academy came together at Lakepoint State Park in Eufaula to learn about different leadership styles, how to adapt to certain work situations and how to continue their leadership growth. The graduates were challenged to continue to take steps forward on their leadership journey, to work on self-improvement and to make ALDOT a better place to work. The Leadership Team plans to continue hosting these reunions every few years to help ALDOT leaders in their current roles and to further equip them with skills that benefit their Bureaus or Regions, co-workers and communities.



Some of the participants in the inaugural leadership class reunion from Fall 2018

ALDOT Hosts its Fifth Leadership Class

Twenty-five ALDOT employees completed the ALDOT Leadership Academy in spring 2019. During the Leadership Academy, participants advance their knowledge and skills as they learn about the department's history, communication and employee development.

Participants interact with ALDOT's current and former leaders who share insights from their leadership experiences. With graduation of this fifth class, 116 employees have now completed the Leadership Academy.



Front Row (L to R): Chris Bazinet (West Central Region), Lawson Brown (Materials & Tests), Holly McCain (East Central Region, Alex City Area), Dewayne Elder (Southeast Region, Troy Area), Adriana Dunn (West Central Region, Tuscaloosa Area), Caroline Sandel (West Central Region), Bryson Moultry (Maintenance), Bryan Fair (Local Transportation), and Clay McCoy (Southwest Region, Mobile Area)

Middle Row (L to R): Nikki Preston (Southeast Region), DeAnna Maddox (Research and Development), Barrett Dees (Local Transportation), Adam Holder (Right-of-Way), Jonathan Mills (West Central Region), Jordy Fleming (North Region- Guntersville Area), Taylor Janney (Aeronautics), and Zane Hartzog (Materials & Tests)

Back Row (L to R): Nate Roberson (Computer Services), Brett Paulk (West Central Region), Evan Paulk (Southeast Region, Montgomery Area), Richard Klinger (Construction), Justin Palmer (Southeast Region, Montgomery Area), Ramy Abdalla (Bridge), Rivera Wheeler (Southwest Region, Grove Hill Area), and Mark Vansandt (Finance & Audits)



The Gee's Bend Ferry preparing to dock on the Boykin side of the Alabama River.

Gee's Bend Ferry Back in Service

After an 11-month hiatus, ALDOT's Gee's Bend Ferry resumed carrying passengers, automobiles and the occasional tractor across the Alabama River in April 2019. Once powered by diesel engines, the ferry now uses a large tower of batteries that is recharged at docking stations in Camden on the north and Boykin on the south sides of the river making it the nation's first all-electric ferry.

The ferry runs from 6 a.m. to 6 p.m. and makes five round trips daily. Tickets are \$3 per car and rider and \$1 for each additional rider. Children under age 12 ride free. Large vehicles like motor homes and tractors pay more.

About 20,000 people and 10,000 vehicles ride the ferry annually. The trip is just over two miles and takes 15-18 minutes.

The Wilcox County community of Gee's Bend is famous for beautiful, hand-stitched quilts and folk-art. Now, the area is making history as home to the nation's first all-electric ferry.

Fleet Program Honored as One of the Best in the Americas

ALDOT's Fleet Management Program was selected as one of the Best 100 Governmental Fleets in the Americas for 2019. ALDOT has been honored with this designation for seven of the last eight consecutive years. The 100 Best Fleets program recognizes and rewards peak-performing fleet operations in the Americas. Currently, in its twentieth year, the program identifies and encourages ever-increasing levels of performance improvement and innovation within the public fleet industry.



Some of ALDOT's fleet of vehicles being sold at auction in fiscal year 2019.

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 and property owners, utilizes and businesses.



NORTH REGION

The greatest task facing North Region in 2019 — and continuing into 2020 and beyond — is keeping pace with growth of the Huntsville Metropolitan Area and facilitating future economic development for the area. North Alabama's commercial and commuter needs have grown as Huntsville and surrounding cities become home to companies such as Mazda-Toyota, Google, Aerojet Rocketdyne, Polaris, Bocar, Blue Origin, Facebook, Boeing, General Electric, and others.

The \$1.6-billion, 3.1-million-square-foot Mazda-Toyota joint manufacturing facility in eastern Limestone County is scheduled to open in 2021. Two major projects to be funded by Gov. Kay Ivey's first year plan for Rebuild Alabama will improve traffic flow to and from this plant as well as other facilities on the campus and nearby industrial developments. During 2019, much planning took place for these projects. Construction is anticipated to begin in 2020.

One of these projects is the estimated \$17 million resurfacing and six-laning of Interstate 565 from Interstate 65 to County Line Road. The section to be expanded serves about 60,000 vehicles a day, according to 2018 traffic counts, and is a critical commuter route in addition to being a route for commercial traffic in the developing area.

The other is the \$27 million four-laning of Huntsville Brownsferry Road from U.S. 31 to I-65, including multiple bridge replacements, widening of the overpass at I-65, and interchange improvements at Exit 347. This will provide another key route to the Mazda-Toyota facility when the city of Huntsville completes its planned expansion of Huntsville Brownsferry Road east of the interstate and connects it to Greenbrier Parkway, which is under construction.

Another project that will improve access to the area is nearing completion. In late 2018, work began on a \$10.3 million project on I-565 to reconfigure the eastbound ramps to and from Greenbrier Road. Work continued throughout 2019 and completion is anticipated in spring of 2020.

Planning and construction are ongoing for several projects in ALDOT's \$250 million funding agreement with the city of Huntsville. Construction began in August to add lanes and divided median barrier on Alabama 255 (Research Park Boulevard) between U.S. 72 (University Drive) and Old Madison Pike. The project also includes a new bridge at Old Madison Pike and new ramps at Bradford Drive and MidCity Drive, accessing MidCity District, a new mixed-use development. Another city-led project, the \$26 million widening of 3.4 miles of Cecil Ashburn Drive over Huntsville Mountain, began in January. The roadway was partially opened in October. ALDOT and the city also acquired right-of-way for the estimated \$56 million total Northern Bypass frontage roads from Pulaski Pike to U.S. 231 (North Memorial Parkway), as well as the \$42.6 million extension of the U.S. 231 (North Memorial Parkway) expressway to include an overpass at Mastin Lake Road. Planning continues for the widening of U.S. 72 West, beginning at Providence Main in Huntsville and stretching into Madison.

In Cullman, ALDOT began acquiring additional ROW after updating plans for four-laning 3.5 miles of Alabama 157 after the city was awarded a \$14.2 million federal grant to complete the corridor. Bridges for the future northbound roadway from Alabama 69 to U.S. 31 were constructed from November 2011 to July 2013 at cost of about \$6 million. The anticipated grant from the Better Utilizing Investment to Leverage Development (BUILD) program will cover a sizable share of the remaining work, which is estimated at about \$26 million.

Another Rebuild Alabama project, the estimated \$40 million construction of the final four-lane section of U.S. 411 between Turkeytown and Leesburg in Etowah and Cherokee counties, was announced by Gov. Ivey in 2019. The project, anticipated to begin construction in late 2020, will provide Cherokee County, seated in Centre, with its first four-lane connection to the interstate system (Interstates 59 and 759 in Gadsden).

In Muscle Shoals, contractors completed work on a \$5.5 million project to construct additional lanes on Alabama 133 (Wilson Dam Road) between Alabama 20 and the railroad overpass. The project, which began in May 2017, is the final leg of a more than \$60 million, three-project expansion of the five-mile corridor between Alabama 20 and Singing River Bridge (Patton Island Bridge) in Colbert County, the first project of which was contracted in 2003.

Two projects to construct additional lanes on more than five miles of U.S. 43 in Lauderdale County from the junction of Alabama 64 to the Tennessee state line, which began in 2016, neared the finish line in 2019. These projects, with a combined cost of \$18 million, will bring the total investment in expanding the corridor to about \$85 million and complete the four-lane from Killen to Tennessee.

Bridge replacement projects included completion of the \$4.9 million bridge on Alabama 117 at the Alabama Great Southern railroad in Valley Head, DeKalb County, near-completion of the \$6.7 million bridge on U.S. 278 eastbound at Brindley Creek in Cullman County, and work beginning on the \$7.3 million bridge on Alabama 9 at Terrapin Creek in Cherokee County. Work also continued on the \$5.7 million replacement of the bridge on Alabama 117 over the West Fork of Little River at Mentone. ALDOT is also assisting Limestone County with the \$2.2 million replacement of a county bridge on Old Highway 20 at Limestone Creek. That project is significant due to its proximity to the Mazda-Toyota facility and Greenbrier Parkway, ongoing improvements to Old Highway 20, and the fact that the old bridge had remained closed to the traveling public since it was damaged in the Christmas Day flooding of December 2015.

In early 2019, North Region dealt with various maintenance challenges due to intense, prolonged rainfall coupled with drastic temperature swings. Among these were the closure of part of Alabama 101 in the Lennon Hill community of Lawrence County. An estimated 200 million gallons of water covered nearly 160 acres in a low-lying area, stranding some residents. ALDOT crews pumped water for several days to reopen the road, which otherwise could have remained closed for months. Also, geotechnical issues such as sinkholes and slides affected several roadways, and numerous potholes appeared due to the weather events.

The North Region Traffic Management Center began operation in Summer 2018, and in 2019, 13 new cameras were installed and added to the Region's Intelligent Transportation System.

Also in 2019, the Asphalt Pavement Alliance honored ALDOT with a Perpetual Pavement Award for a section of U.S. 72 from Scottsboro High School to Alabama 279 in Jackson County.

WEST CENTRAL REGION

The West Central Region continued to work on major projects designed to improve safety, mobility and commerce during fiscal year 2019.

Tuscaloosa's Lurleen Wallace Boulevard project highlighted the region's efforts to improve capacity on the City's busiest corridor. The project, which began in July in 2018, will allow for additional lanes to aid the nearly 72,000 vehicles that use it daily. The state worked with the city to also include utility relocation and sidewalk extensions. It's expected to finish by spring 2020.

The additional lanes and bridge replacement project on Interstate 20/59 from near Exit 73 to near Exit 77 will feature an iconic crimson-colored cable-stay arch bridge over US-82 (McFarland Boulevard) to serve as the gateway to Tuscaloosa. This undertaking will help move large volumes of traffic safely, efficiently and assist thousands of freight trucks that use our interstate. The bridge will feature soft white lights around the structure to provide a pleasant view from afar. The project began in January 2018 is expected to finish by December 2020.

Interstate 20/59 resurfacing in Tuscaloosa also began from near Exit 81 to near Exit 89 and finished during the fall of 2019.

Nearly 18 miles of interstate were under construction on I-20/59 in Sumter County to provide a better driving experience for motorists. The projects were completed by the end of 2019.

The Gordo Bypass, a 6.2-mile project that started in 2017, continues to progress in Pickens County and will allow motorists to experience a quicker and safer route through West Alabama.

Pickens County also began a 6.8-mile resurfacing project on Highway 14 that went to the Greene County line. The project is expected to finish by spring 2020.

Marion County is now home to roadway relocation and bridge replacement on US-43 over North Fork Creek. The project began in 2017 and was completed in 2019. The project was intended to provide motorists easier and safer access south of Hackleburg.

Marion County also began a resurfacing project on I-22 near the Walker County line that should be completed in mid-2020.

Fayette County completed a seven-mile resurfacing project on Highway 171 that included safety widening and curb installation. Fayette County also got underway on resurfacing projects on Highway 107 and Highway 18.

Lamar County began a six-mile resurfacing project on Highway 17 that should be completed in early 2020.

Interstate 22 received attention in Walker County, as a resurfacing project from near milepost 40 to near milepost 47 began in 2019 and was completed by the end of the year.

Walker County began a slide repair on Highway 69 near the Cullman County line that was expected to be finished by early 2020.

Much of Interstate 65 in Chilton County was under construction in 2019 with three separate projects underway. All resurfacing projects on I-65 were expected to finish by the end of the year.

Chilton County also finished a bridge replacement project on Highway 155 and began another over Waxahatchee Creek on Highway 145.

Roundabout construction at the Highway 5 and County Road 58 intersection in Bibb County finished during the fall of 2019.

Perry County completed a 9.7-mile resurfacing project on Highway 14 that began at the Hale County line and extended to the west city limits of Marion. Perry County completed a 9.7-mile resurfacing project on Highway 14 that began at the Hale County line and extended to the west city limits of Marion.

EAST CENTRAL REGION

After over 40 years of service life, Birmingham's I-65 and I-59/20, through the Central Business District, had not only begun to show its age, but has also required significant amounts of deck repairs and bridge rail repairs, due to deterioration and fatigue of the structure. The traffic volumes have far exceeded the designed capacity which has created insufficient gaps in traffic, resulting in weaving conflicts, vehicle crashes, congestion and delays. These conditions are not only an annoyance to the traveling public, but also causes economic loss for commerce, resulting in the local community naming this Malfunction Junction.

What was originally designed to accommodate 80,000 vehicles per day, now carries 160,000. Then add another 130,000 vehicles per day on I-65, coupled with a high percentage of truck traffic has resulted in an inadequate volume to capacity to ratio. This is even with construction of additional lanes in the median along I-65 in 1988 and bridge widening and additional lanes through the I-59/20 and I-65 Route Interchange in 2004.

Prior to work beginning, ALDOT studied several route options. One was a proposed 2.5-mile corridor that would have rerouted I-59/20 north of its current location and connected to I-65 with a redesigned interchange. However, this path would have required construction of an elevated 16-lane interstate through the local neighborhoods, resulting in excessive cost and taken an estimated 20 years to complete.

A similar, but longer route was also considered. Studies showed that this route would have required the demolition of nearly all the businesses along (SR 378) Finley Boulevard Corridor, at a higher cost to complete than the first option.

It was even suggested ALDOT examine tunneling the interstate under its current location. This would have necessitated the relocation of numerous major artery utility lines. It was also determined the interstate would be located underneath numerous adjoining building weakening their structural ability. It would be lower than the water table, and future capacity would be extremely difficult.

ALDOT's next concept centered on completely rebuilding the existing interstates or simply re-decking the existing structure. After consultation with the City of Birmingham and Jefferson County, it became clear that re-decking would be insufficient to address the design deficiencies that currently exist.

Instead, it was determined that rebuilding the interstates was the preferred option. This solution addresses capacity issues, safety issues, design issues and the disruption to the traveling public. It would also eliminate the existing weaves that force drivers into making unsafe lane crossings in high traffic conditions. Also, rebuilding the route interchanges would better help commuters enter and exit the city.

ALDOT began work in September 2015. The entire project includes demolition and constructing 6,600 feet of elevated bridge structure, widening and raising of bridges on I-65 South, rebuilding route interchanges between I-65 and I-59/20, and rebuilding the Red Mountain Expressway Interchange at I-59/20, as well as the 31st Street Interchange.

Phase 1 of the project consisted of a series of bridge and roadway improvements along I-65, just south of the interchange. This work has been completed and cost approximately \$8,062,980.

Phase 2 included fourteen new bridges, two bridge removals, seven bridge widenings with sixteen retaining walls. Phase 2 also involves work items for grade, drain, base, pave, striping, signals and lighting. This work is now nearing completion and has cost approximately \$287,215,946.

Phase 3 will replace the Central District Bridges (CBD) with new segmental bridges. This allows for faster construction time, and reduces noise and vibrations associated with the traffic flow once completed. This will include replacing the structures just east at the Carraway Blvd. and Red Mountain Expressway Interchange (US 31). This project is expected to be completed by the end of the calendar year and has cost approximately \$446,039,884.

Beginning early 2019, the I-59/20 bridges will be closed completely. Motorist will be encouraged to use I-459 as an alternate route to get around the city.

The contractor has 14 months to demolish the existing bridges, once I-59/20 is closed to traffic and reconstruct the new bridges.

Part of the bridges will be built off site. Segments will be set in place and set in tension, so they carry the desired load.

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

SOUTHEAST REGION

In the 2019 Fiscal Year the Southeast Region continued to maintain current infrastructure, by resurfacing approximately 435 lane miles. The Region's Alabama Service and Assistance Patrol (ASAP) program continued to be appreciated by the traveling public by responding to 4,124 events ranging from abandoned vehicles to traffic control and receiving many positive comments and media attention.

While the Region continued improving highway safety, minimizing traffic congestion, and maintaining current infrastructure through pavement preservation and ASAP, they also responded when a hurricane hit Southeast Alabama, began highly anticipated projects to increase capacity and improve pedestrian safety, began preparations for increased revenue from the Rebuild Alabama Act, and received additional resources to replace six bridges.

On Wednesday, October 10, 2018 Hurricane Michael made landfall as a Category 4 with winds up to 155 mph. The storm hit the Wiregrass area late Wednesday afternoon, with the hurricane's outer bands causing heavy rain and strong winds across a wide area. As residents of the Florida Panhandle and southern Alabama evacuated in anticipation of the storm, ALDOT staff worked long hours to help keep traffic moving on evacuation routes. Traffic signals along U.S. Highway 231 from Dothan to Troy were adjusted to give priority time to northbound evacuation traffic.

As Hurricane Michael made its way across the southeast corner of Alabama, crews from multiple areas of ALDOT's Southeast Region responded to reports of debris, flash flooding, and blocked and damaged roadways. Many worked through the night to help with the response efforts of emergency workers and power crews. Crews had all ALDOT routes reopened by the evening of Thursday, October 11.

March 2019 was a busy month for the Southeast Region as two highly anticipated projects began, and the Alabama Legislature passed the Rebuild Alabama Act.

ALDOT began paving the first phase of the expansion project on Ross Clark Circle in Dothan that includes additional lanes on Ross Clark Circle from south of the intersection of Bauman Drive to south of the intersection of U.S. Highway 84. The second phase of construction accepted bids at the end of the fiscal year and construction will

begin in the Spring of 2020.

A locally anticipated pedestrian improvement project began on South Boulevard from the Interstate 65 North ramps to Davenport Drive in Montgomery.

Signalized pedestrian crossings at multiple locations and sidewalks throughout the project limits, as well as, signalized U-Turns, dedicated left turns, and a service road will help provide safety for pedestrians and motorists while maintaining access to all available businesses.

The Rebuild Alabama Act increases revenue collected through fuel taxes, to be distributed to ALDOT, counties, and cities for infrastructure. The Rebuild Alabama Act is already having a positive effect on the Southeast Region. One of the five major projects as part of the Rebuild Alabama First Year Plan 2020 is the long-awaited widening of U.S. Highway 82 in Autauga County. In addition to the U.S. Highway 82 project, the Southeast Region saw a total of 10 projects totaling approximately \$9.8 million awarded through the ATRIP II program. The ATRIP II projects, once completed, will have a significant impact to the state-wide transportation network, as well as local interests and increased economic development opportunities.

As Fiscal Year 2019 was coming to an end, ALDOT was awarded a \$10.8 million grant that will go toward the agency's work to modernize the state's interstate system for today's traffic volumes. The USDOT Competitive Highway Bridge Program (CHBP) grant will help replace six functionally obsolete bridges in Opelika along Interstate 85 at exit 60. These bridges will be replaced with new, modern bridges that have full width shoulders of approximately eight feet, for added safety and traffic congestion relief. Acceleration lanes from exit 60 will also be extended to allow traffic to more safely merge onto I-85. ALDOT expects construction to begin no later than winter of 2021 with an estimated construction time of two years. Alabama was one of only 18 states to receive a CHBP grant. ALDOT completed an in-depth grant application that met USDOT selection criteria requirements, including innovation, support for economic vitality and project readiness.

To maximize safety and reduce the project's impact on motorists, ALDOT is using an innovative method that will allow two travel lanes in both directions to remain open during construction. By using the existing median as a temporary travel lane, each bridge can be replaced in its current location.

SOUTHWEST REGION

In 2019, the Alabama Department of Transportation saw major progress in the Southwest Region especially with projects funded by the BP oil spill settlement such as the Safe 98 Corridor, the widening of US-31 in Spanish Fort and the widening of SR-181 in Malbis. ALDOT also began successfully navigating uncharted territory by starting construction of the Diverging Diamond Interchange in Malbis. This innovative interchange will be the first of its kind in the state of Alabama. The region also reaped noteworthy achievements in routine maintenance projects with just over \$39 million dollars of resurfacing work contracted on I-10 and I-65 and \$43 million dollars contracted on non-interstates.

Over the past year on the Safe 98 corridor project, ALDOT engineers and contractors worked diligently to complete the eastbound bridge extension over Big Creek as well as begin construction on the SR-158 extension from east of Lott Rd. to Schillinger

Rd. and east of Glenwood Rd. to west of Lott Rd. Next year, another \$20 million is expected to be under construction for the Lott Road Interchange. The department plans to take bids for the construction of the Wilmer-Georgetown Road Interchange as well as the Glenwood Road Overpass in year 2021, depending on funding availability. The Department has applied for a \$25 million-dollar BUILD Grant through USDOT. If awarded, these grant funds would enable the route to be completed sooner than currently planned, benefiting the citizens of Mobile County.

In March ALDOT began constructing the Diverging Diamond Interchange at I-10/SR-181 in Malbis. This new interchange is proven to increase safety and traffic flow efficiency by reducing the number of traffic signal phases and conflict points of a traditional diamond interchange as well as eliminating left-and turns against free-flowing traffic. Crews have widened 3 of the 4 ramps at this existing diamond interchange and anticipate converting traffic into the diverging diamond configuration in late Spring of 2020. In congruence with this project, crews began widening SR-181 in Malbis from SR-104 to CR-64. This two-lane portion of roadway experiences frequent congestion due to the significant volumes of traffic it carries as it sits just south of I-10 and the Eastern Shore Shopping Centre. The department anticipates completing this project in Spring 2021.

US-31 through Spanish Fort also achieved substantial gains over the past year with the north side of the existing roadway widened and fitted with curb, gutter, and sidewalk. Crews have begun widening the south end of the project and continues to work closely with the city of Spanish Fort to see this project through to completion in Spring 2021.

In September, the department began a major project to widen Canal Rd. between the Foley Beach Express and SR-161 in Orange beach. When complete, this portion of 3-lane roadway which carried an annual average of over 18,000 vehicles daily in 2018, will be a five-lane highway including a designated two-way turn lane. This project which is anticipated to be complete in December 2020, will bring relief to beach goers during the summer months when the average daily traffic on this route is at its peak.

Year 2020 will be busy for the Southwest Region as \$87 million dollars is expected to be contracted in capacity projects, and over \$41 million in maintenance resurfacing and safety initiatives for 2019. While we reflect on the accomplishments we had over the past year in the Southwest Region we also look forward to stepping into the year ahead with the goal of continuing to build a safe, sound, and efficient transportation network.

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, Media and Community Relations, Personnel and Training Bureaus. In addition, Special Counsel reports 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 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 Local Transportation, Office Engineer, Research and Development and Computer Services 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 with 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 2019 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 \$2,497,335.45 for the year. Adjustments, administrative expenses, and refunds to fuel suppliers and commercial air carriers totaled \$369,900.31 resulting in a net disbursement of \$2,127,436.14 to the Aeronautics Bureau. The total fuel tax collected for 2019 increased by \$182,696.91, and the amount distributed to the Aeronautics Bureau (after reductions for adjustments, administrative expenses, and refunds) resulted in an increase of \$151,510.92 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 2019, the SMFF had a principal balance of \$6,682,206 invested in various interest yielding instruments. Interest earned this fiscal year amounted to \$112,322. 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 74 general aviation airports and six commercial service airports to plan and fund capital improvements for their facilities. During fiscal year 2019, ALDOT approved grants to 47 different airports from both the Airport Development Fund and the Surplus Military Fields Fund. Awarded grants amounting to \$2,953,357 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 2019 fiscal year, the FAA issued a total of \$58.5 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 provides assistance 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 assists the Department's Emergency Bridge Inspection Team (EBIT).

During this reporting period, a total of 30 bridges were let to contract at a total cost of \$37,545,362.00. This represents a total of 307,203 square feet of bridge at an average cost of \$122.22 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 contractors, 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 and the Joint Transportation Committee. It provides project information on maps and reports and conducts/oversees planning studies. The Bureau is responsible for developing and maintaining the Annual State Planning and Research (SPR) program and manages the balances of pooled research funding to and from other states.

During the fiscal year, there were 13 lettings with 292 contracts awarded totaling \$652,046,834.46.

COMPLIANCE AND BUSINESS OPPORTUNITIES BUREAU

The primary functions of the Compliance Bureau are to ensure regulatory compliance of federally mandated Civil Rights Program that promotes nondiscrimination in the workplace, construction projects and programs administered by ALDOT. Currently, to achieve this objective, the Bureau is composed of two (2) operated sections:

(1) Internal Programs and (2) External Programs.

Internal Programs

The Internal Programs Unit consists of three programs: Internal EEO/Affirmative Action, Youth Transportation Workforce Development (YTWD) and the National Summer Transportation Institute (NSTI). The overall purpose of this unit is to develop implement, analyze/monitor activities and submit reports for the respective programs.

The YTWD Program is an annual state funded program. The YTWD has basically two objectives: the youth transportation segment of the program is designed to expose high school students to career opportunities that exist in the transportation industries. The workforce development segment is an internship program which enables community and university college students the opportunity to gain experience in transportation related careers that link to their specialized program for ALDOT.

The NSTI Program is a federally funded program that seeks to improve Science, Technology, Engineering and Math (STEM) skills and expose middle and high school students to transportation related careers. The NSTI Program conducted at Alabama State University and the University of West Alabama during FY 2019.

External Programs

The External Programs Unit encompasses the administration of four federally mandated Civil Rights Programs. The programs are: Contract Compliance, Training Special Provision (OJT), On-the-job-Training Supportive Services (OJT/SS) and the Title VI Program.

Annual On-the-Job Report reflects the number of trainees enrolled and graduated on federal aid projects the past calendar year. The number of training hours are specified as a bid item and modified to specify the number to be trained in specific classifications. The Training Special Provisions is a part of a contractors' equal employment and affirmative program and is aimed at developing full journeymen/women in the type of trade or job classification involved. On-the-Job Training Supportive Services Program is allocated FHWA funds to increase the effectiveness of approved training programs.

Operator Training Program Service Provider recruited, enrolled and graduated a total of 18 participants. This program allocation was \$135,611.00. In 2017/2018, FHWA allocated funding of \$111,825.00. The focus of the program would be to provide a career path by training eight (8) disadvantaged individuals, minorities, women and veterans that will aid the pursuit of gainful employment in the State of Alabama.

FHWA Title VI Program is a system of requirements developed to implement Title VI of the 1964 Civil Rights Act amended, that prohibit discrimination.

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, programming and technical support activities, including

mainframe, server and personal computer support, telecommunication services, network and infrastructure operations, cyber security monitoring, disaster recovery and business continuity planning, and software application development and support. The Computer Services Bureau achieves its goals through the operations of four main sections: Technical Support, Operations Support, Programming Support and an independent Information Security section.

The Computer Services Bureau accomplished several important infrastructure and system improvements in 2019, many of which centered around the elimination of the Windows 7 and Windows 2008 server operating systems due to Microsoft's end-of-life deadline for each. The VoIP system was upgraded from Shortel to Mitel Connect to take advantage of more advanced features and eliminate end-of-life technology. Numerous Video Conferencing upgrades were performed throughout ALDOT's state offices to provide a better training environment and content sharing through a more user-friendly platform. New backup and recovery software, along with new server storage infrastructure, was installed replacing existing software as a cost saving measure. The replacement of equipment running Windows 7 with Windows 10 was completed so that ALDOT remains compliant with licensing requirements. Support and deployment of new laptop, desktop and mobile devices such as IPADS continued so that data can be captured efficiently and on-site in real time where appropriate. All Domain Controllers were upgraded to new hardware to increase reliability and throughput.

Computer Services upgraded ALDOT's Wide Area Network (WAN) circuits in the Region, Area and District offices, along with all Traffic Management Centers (TMCs) and the Central Office. The Central Office host data circuit was upgraded from a 1 Gigabit circuit to a 5.5 Gigabit circuit; the Central Office ITS circuit was upgraded from a 250 Megabit circuit to a 500 Megabit circuit; Region and Area office data circuits were upgraded from 100 Megabit circuits to 250 Megabit circuits; District office data circuits were upgraded from 20 Megabit circuits to 50 Megabit circuits. These upgrades were needed to support the requirements for additional bandwidth for end user applications, data backups and data throughput. A project was completed to implement a new Secure File Transfer Protocol (SFTP) solution called Owncloud. It is an easy to use, drag and drop, file sharing solution where ALDOT employees can quickly and securely share large files with outside vendors. Computer Services personnel worked with various ITS vendors and Traffic Management Center personnel to improve the ITS infrastructure in Mobile, Tuscaloosa and Birmingham so that ALDOT can efficiently communicate directly with the public at times of need.

Next-generation security appliances and software continued to be implemented for increased security measures so that end-user devices are better protected from malware and vulnerabilities, unwanted outside intrusions are detected, malicious emails are rejected from our environment, and abnormal behavior by users across the network is detected. A Windows Event Collector process was put into operation employing a group of collection points and forwarders for Microsoft Windows Event Logs that are natively logged by ALDOT Microsoft Windows devices. This allows broad insight into real time Windows events such as domain authentication, process execution, file server access and network traversal, and allows information security personnel to monitor, view, and diagnose security events as they happen or to extract historical data. Currently, approximately one hundred million Windows events per day from across all ALDOT regions are being received, indexed, and stored for diagnostic purposes. We now have state of the art software that provides the ability to scan external web applications for vulnerabilities as they go online so

that ALDOT infrastructure is better protected from the start along with upgraded software for monitoring statewide camera and door server equipment so that potential nefarious or illegal activities can be mitigated.

Based on the requirements of the Rebuild Alabama Act, Computer Services developers created new applications and modified existing code to properly account for and report on the new tax revenue generated by the Act. The department's overweight/oversize permitting software, ALPASS, was upgraded from a legacy desktop application to a new web enabled system that provides self-service routing for haulers and minimizes ALDOT's credit card processing liability. To accommodate ALDOT's Fuel Tax Enforcement division, a new web-based fuel tax information portal and centralized bill of lading repository, xPort Alabama, was developed in conjunction with the department's Fuel Tax Enforcement Officers. xPort Alabama provides the officers with the ability to capture the necessary data in the field needed to mine relevant information which will assist in making informed decisions in support of the state's fuel tax assessment and collection activities. GIS Support transitioned ALDOT's EGIS from a multi-version to a single version environment to help with administration of systems and provide users with better performance. Also implemented was our first large scale field data collection effort, which will be used to collect data for a major system of record, replaced multiple GeoDatabases with more modern models/hardware/software, and completed development of a framework that will be used for all future custom GIS application efforts.

CONSTRUCTION BUREAU

The Construction 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.

The Bureau furnishes technical advice to the Regions and provides guidance and assistance to 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 overruns, supplemental agreements, force accounts, and time extensions.

The Bureau updates ALDOT's Standard Specifications and Special Provisions for Contract Proposals, maintains ALDOT's master list of Unique Pay Items, and publishes and maintains the ALDOT Construction Manual, which is ALDOT's policies and procedures for inspection and documentation records. The Bureau also processes contractor Notices of Intent and Claims in accordance with Article 110 of the Standard Specifications for Highway Construction.

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 ensure 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. It also trains approximately 500 ALDOT, consultant, and county inspection

personnel each year for the Qualified Credential Inspector program required by the NPDES permit.

The e-Construction section continues to provide support and leadership in construction technology that includes ALDOT's construction management system, CAMMS, which is now the only means of documenting construction and testing activities. Overall, the e-Construction section 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, UAS usage for inspection and observation, and system coordination for all these technologies. To date, 307 iPads have been procured by the Bureau and Regions and provided to project personnel to aide in using CAMMS and these initiatives. Initial surveys indicate that personnel are saving 30 minutes to 1 hour per day in paperwork and data entry at the office. In addition, 4 pilot projects are underway for a document management system while other systems are continuing to be assessed for potential pilots. As far as e-ticketing, 6 projects have utilized it to date with 3 others planned. The Department also participated in peer exchanges with Minnesota, Missouri, Nebraska, Oregon, and Utah for UAS usage in a group format in Huntsville and Vermont about e-Ticketing and their e-Construction efforts and technologies considered and implemented.

The Bureau continued to emphasize the safety of inspectors as a follow-up to its FY 2018 training and participated in National Work Zone Safety Awareness Week by partnering with the AGC and ARBA with press conferences in Mobile and Birmingham emphasizing the need for motorists to slow down and "Drive Like YOU Work Here".

The Bureau partnered with FHWA and provided Region, Area, and Central Office personnel Contract Administration and Claims training. The initial class was held in January with a second class in early Fall. The class focused on federal regulations and case history that are the basis for ALDOT's Division 100 specifications with examples and relevant applications to aide participants. This was the first of this type of training in decades.

The Bureau expanded with the transfer of Disadvantage Business Enterprises (DBE) Section from the Compliance and Business Opportunities Bureau. The Bureau has administered the contractual requirements of ALDOT's 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 since November of 2002. The transfer of the DBE Section from Compliance brings the remaining responsibilities for the DBE program for DBE Certification, DBE Supportive Service, and the Small Business Element (SBE) under the Bureau's leadership.

The ALDOT DBE program is mandated to administer a Uniform Certification Program, which is accomplished by the collaboration of DBE Certification activities with various modes of transportation, i.e., Birmingham Airport Authority, The Huntsville Madison County Airport Authority, The Alabama State Port Authority, and the WAVE Transit System.

The ALDOT DBE Program has 588 certified firms within its directory. The DBE Section conducted several public outreach sessions in various locations in the state, which were designed to educate the DBEs on bid opportunities related to major construction projects. The DBEs bidding efforts resulted in an estimated total dollar amount of \$50,572,065 awarded to DBEs during this reporting period.

On the Supportive Service side, ALDOT utilized contractual agreements with the following five (5) universities to provide direct assistance to DBE firms: Alabama A & M University, Tuskegee University, University of Alabama at Birmingham (UAB), University of Alabama in Huntsville (UAH), and University of West Alabama. The DBE/SS programs provides training for various levels of DBE operational proficiency. Additionally, the program operates a Mentor/Protégé element for advance DBE training.

The SBE was mandated as a part of the DBE program by USDOT in accordance with 49 CFR Part 26.39. It is a race neutral program designated to provide select contracting opportunities to small businesses on federally funded highway construction projects for qualified firms. To qualify as a Small Business, the firm's average annual gross revenue (as defined by 13 CFR 121.402) over the three previous fiscal years, shall not exceed \$23.98 million, and the firms must be a pre-qualified prime contractor with ALDOT. Typically, SBE projects will have a dollar range of \$0 – 400,000.00.

Finally, over the last two fiscal years, ALDOT's construction program has operated at its all-time peak level as far as construction contract amounts due to the ATRIP program and the Central Business District (CBD) projects on I-59/29 in Birmingham. During this time, there have been a minimum of 400 active contracts worth approximately \$2.5 billion.

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 Design, 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, Traffic Safety Planning Section and Traffic Safety and Operations Section. The Final Design Division consists of Two Roadway Design Sections and the Transportation Services 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 four sections: The Location Section, the Environmental Technical Section, the Stormwater Section and the Environmental Coordination Section.

Location Section

The Location Section consists of 45 employees with 18 in office and 27 statewide survey crew. The section is responsible for Engineering of Corridor Studies, Bridge Replacement Studies, FAA clearance, traffic studies, and reviews toll studies. The section also performs

statewide surveys, reviews consultant surveys, maintains photography, lidar, and mapping, and maintains the CORS network.

Location has 5 active corridor studies which we provide design of preliminary alternatives, ROW limits, cost estimates, traffic analysis, and alternatives comparison. This year, cost estimates were performed for 28 projects, including 14 special projects. Special projects require preliminary alternatives development, traffic analysis, and cost comparison estimations. Location created 1 IJS document and reviewed 1 IMS document. We have 7 active bridge replacement projects and provided FAA clearance for 16 projects. Location reviewed 10 projects for Right-of-Way givebacks.

Location Survey collected survey for 23 separate projects and marked over a hundred boring locations for soil studies on multiple projects. GPS Control crew set 216 control points for 19 projects to be collected by our Statewide crews as well as consultants. 462 control panels were established along 83 miles of interstate for high precision mobile scanning. Over 92 miles of level lines were run to establish precise elevations on these points. In addition, over 40 Survey Monuments were Observed for the 18A Vertical & FBN Adjustment to NGS specifications to improve the Accuracy of the ALDOT GPS Network.

The Location Section maintains Digital Information Cooperative Agreements with all 67 counties in the state. This allows for not just Design Bureau, but for all ALDOT as well as other State and Federal agencies to have access to the most up to date Orthophotography, LiDAR, and Mapping. This year, we produced 25 requested data sets for photography and parcel data. This section was also responsible for processing 61 aerial LiDAR requests and 10 high precision mobile scan projects. They were used to extract break-lines and produce maps to forward to Roadway Design. CORS (Continuously Operating Reference Station) network has 52 sites across the state in which 160 users were added this year to bring the total to 869 users.

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 also responsible for early project coordination letters soliciting views and comments on proposed improvements.

The Environmental Technical Section currently employs 23 people to complete in-house and consultant developed documentation. The Section contains a wide variety of personnel that includes technical writers and analysts, graduate and professional engineers, biologists, archaeologists, and architectural historians.

During the 2019 fiscal year, it prepared and obtained approval for 20 Categorical Exclusions (CE). Because of the Programmatic Categorical Exclusion (PCE) agreement with FHWA, 211 PCE's were completed for routine statewide projects. Currently the ETS is also managing four (4) Environmental Assessments (EA) that are active statewide. In addition, it updated 78 previously approved environmental documents and assisted in coordinating the approval of one (1) Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

To expedite the review of permit applications, the ETS is pursuing the implementation of

a liaison position at the Corps of Engineers. The current use of liaisons at both the Alabama Historic Commission and the U.S. Fish and Wildlife Service provides the agency staffing needed to prioritize review of Department project submittals. Additionally, the ETS is currently developing Environmental documentation procedures for non-federal aid projects to include the statewide Rebuild Alabama projects. Training for the new documentation process is expected to begin in early 2020.

Stormwater Section

The Bureau's Stormwater Section consists of five (5) 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). In addition to acquiring, processing, and reporting under the CGP, 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 fiscal year, the section processed 49 new NOIs. Upon completion of a project with the disturbed ground stabilized, the project must be terminated and closed out. This fiscal year the section processed 44 terminations.

As part of the plan development process, the Section reviewed 117 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.

Environmental Coordination Section

The mission of the Environmental Coordination Section (ECS) is to (i) promote internal awareness regarding environmental activities conducted throughout ALDOT and (ii) facilitate communication about ALDOT environmental activities and accomplishments with external stakeholders (e.g., other government agencies, environmental advocates, citizens). ECS was assigned two (2) employees throughout FY 2019. One key responsibility of ECS is ensuring Department-wide compliance with the ADEM-issued MS4 permit, which regulates activities affecting urban stormwater discharges. During FY 2019, ECS oversaw the ongoing development of the MS4 Stormwater Management Program Plan and compiled the FY 2018 MS4 annual report. Moreover, ECS coordinated extensively with ADEM and with applicable ALDOT offices throughout the revision-review process for a new MS4 permit, which will be in effect in FY 2020. ECS performed other activities requiring internal coordination during FY 2019, such as providing orientation regarding environmental matters for some ALDOT offices, evaluating the fitness of environmental products for ALDOT use, and initiating investigations of environmental concerns submitted by citizens. ECS interacted with external stakeholders during FY 2019 by participating in the Collaborative Environmental Network of Alabama, giving presentations at multiple professional conferences, and communicating with various environmental advocates. In addition, ECS acted on ALDOT's behalf in the ongoing establishment of the Alabama

Stormwater Association during FY 2019 by maintaining a comprehensive contact list of Alabama stormwater professionals, co-facilitating seminars and other meetings to promote collaboration among those professionals and providing leadership on the organization's Board of Directors.

Final Design Division

The Final Design Division is composed of three sections: two Roadway Design Sections and the Design Services Section.

Roadway Design Section

The Roadway Design Sections have 26 employees and consists of two functional areas: Six (6) 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 2018/19 fiscal year there were 40 projects in the development process. four (4) projects were bid for construction totaling \$20.1 million. The projects include one (1) – Safety Improvement and three (3) bridge replacements.

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

Design Services Section

The Design Services Section employs 17 persons of various classifications and is comprised of 6 separate groups: Contract Management, Project Management, CADD Support, Standard Drawings, Systems Operations, and Visualization. The administrative support portion of this group is comprised of two (2) employees.

The Contract Management Group has four (4) 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 fiscal year 2019, the Section executed 126 consultant contracts totaling \$172.7 million

The Project Management Group has one (1) employee who 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. The Group supervised over 50 consultant projects with a total estimated construction cost of over \$3 billion. One (1) of these projects were let to contract at a total low-bid construction cost of over \$11 million.

The CADD Support Group has two (2) employees who provide 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 ALDOT and Consultant design efforts from the MicroStation / InRoads platforms to OpenRoads Designer platform.

The Standard Drawings Group has one (1) employee who provides technical and drafting support in maintaining the ALDOT Standard and Special Drawings Book.

The System Operations Group has seven (7) employees who are 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.

The Visualization Group has one (1) employee who generates computer renderings and animations of proposed roadways and bridges that aid in project development, public hearings, and right of way negotiations. 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.

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.

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 eight (8) employees and is composed of five groups: Traffic Signal System Design group; Roadway Lighting System Design group; Intelligent Transportation System (ITS) Design group; Traffic Analysis and Modeling; 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 and signal timings, 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 Intelligent Transportation System (ITS) Design 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. It provides statewide

oversight of designs and plan reviews for these projects. When called upon to do so, the ITS group produces in-house ITS designs for use in plans. In addition, this group reviews all material submittals containing ITS products. 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 Traffic Analysis and Modeling group provides traffic analysis and modeling services as needed by the Roadway Design Section, Visualization Group, and the Department's Region and Area office personnel. Its scope includes performing traffic analysis and modeling using ALDOT approved analytical tools and software programs, producing traffic analysis reports, modeling traffic demand in MPO networks, and alternative intersection analysis. Additionally, when requested, this group produces traffic models for use by the Visualization Group.

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 119 traffic signal material submittals, 55 roadway lighting material submittals and 9 ITS material submittals. The Section reviewed 25 sets of plans containing traffic signal systems, 17 sets of plans containing roadway lighting systems and 6 sets of plans containing ITS devices. Also, the Section designed 10 sets of plans containing traffic signal systems, 14 sets of plans containing roadway lighting systems, 4 sets of plans containing ITS devices, and 5 traffic analysis and modeling studies. Lastly, the Section developed signal timings for 6 signal projects, built 3 models for the visualization group, and performed 17 traffic analysis and modeling projects.

Traffic and Safety Operations Section

The Traffic and Safety Operations Section is composed of three (3) groups with fourteen (14) employees: Administration, Highway Safety Improvement Program Group, and the Rail-Highway Safety Group.

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 Administration group also performs contract administration for consultant and university contracts for work performed for the Traffic and Safety Operations Section as well as developing and submitting the annual HSIP report to FHWA.

The Highway Safety Improvement Program (HSIP) Group manages the Highway Safety Improvement Program, including the infrastructure elements of the Strategic Highway Safety Plan, and the oversight of the Safety Force Account Project Program. Additionally, the HSIP 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 group also assists ALDOT Region Personnel as well as county and city governments in identifying effective countermeasures for site specific application in locations identified throughout the State.

The Rail-Highway Safety Programs Group manages the Railway-Highway Crossings (Section 130) Program which uses Federal funds provided for the elimination of hazards at rail-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 2723 public at-grade crossings and 50% of those crossings are equipped with active warning devices (signals, bells, and/or gates). In addition, during the design and construction phases of other (non-Section 130) highway projects, this group manages the coordination between the Department and affected railroads. When it is warranted that the Department use railroad services for preliminary engineering, flagging, inspections, and other project related costs this group manages the review and processing of railroad invoices for payments. The Rail-Highway Safety Programs Group maintains the State Rail Plan, Action Plan, and Rail Directory. To contribute to the educational support of rail safety, the group represents the Department by being a member the Alabama Division of Operation Lifesaver.

Safety Programs	Authorized Projects	Authorized Amount
Two-foot (2') Safety Widening with or without Scored shoulders as part of an existing resurfacing project	42	\$15,588,000
Replacement of Steel Block-outs on existing guardrail	6	\$279,000
HSIP PE, ROW, and UT Projects	36	\$6,481,000
HSIP Construction Projects	30	\$17,274,000
HRRR	46	\$7,914,000
Section 130 Rail Safety Projects	4	\$1,106,000

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, generate GIS crash maps, administer crash program access and training, and coordinate statewide safety interests and agencies to reduce motor vehicle, bicycle 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. The Section works in conjunction with the Traffic and Safety Operations Section in management and oversight of the Highway Safety Improvement Program (HSIP). Utilizing the 4-E concept of Engineering, Education, Enforcement and Emergency Medical Services the Safety Planning Section establishes and coordinates various traditional and non-traditional measures through partnerships and cooperative efforts to address roadway, driver and vehicle related safety issues.

Safety Programs	Authorized Projects	Authorized Amount
Safety Outreach: Development of Safety Outreach Campaigns and other Safety Outreach Programs	1	\$2,020,000
Integration of Crash Records with Roadway, Bridge, Pavement and Traffic Data, and updating Highway Control (Link-Node) variables	1	\$465,000
Integration of Regional Highway Safety Corridors into the Strategic Highway Safety Plan	1	\$350,000
Enhanced Statewide Enforcement Activities	1	\$1,500,000
Older Driver Safety Program	1	\$168,965

EQUIPMENT, PROCUREMENT AND SERVICES BUREAU

During fiscal year 2019, in STAARS the Procurement Section received and processed approximately 4,163 DO's and 1,687 PO's for materials, supplies, equipment and services for ALDOT's operation, representing a spend of approximately \$265.7 million. Additionally, the Procurement Office created 32 new and maintained 145 renewal MA (ALDOT Agency contracts), 334 RQMs and 302 MAOP1 (ALDOT Open-End MAs to include LDOs) for a total sum of 6,663 STAARS requisitions/contracts. Also, received and processed 11,063 CPMS requisitions for materials, supplies, equipment and services for ALDOT's operation, representing a spend of approximately \$52.6 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 \$1,253,457.91 in fiscal year 2019.

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 \$160,354.01. 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 to safeguard 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 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.

LEGAL BUREAU

The Legal Bureau of the Alabama Department of Transportation is staffed by Assistant Attorney Generals, 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.

LOCAL TRANSPORTATION BUREAU

The Local Transportation Bureau (LTB) is responsible for the administration of Federal Highway (FHWA), Federal Transit (FTA), and State Funds allocated to Local Public Agencies (LPA) within the State of Alabama. It serves as the liaison for the Department to the 67 counties, 14 Metropolitan Planning Organizations (MPOs), 12 Rural Planning Organizations (RPOs), municipalities, and qualifying small urban and rural transit providers. These funds are used for the planning, design, construction,

operation, and maintenance for selected projects and programs.

The Local Transportation Bureau is made up of six sections: Administration, Planning, Design, Pre-Construction, Operations, and Transit.

Planning

The Statewide and Metropolitan Planning group assists urbanized areas in developing comprehensive, cooperative, and continuing transportation plans as required by 23 USC 134 and 135. Working with Metropolitan Planning Organization (MPO) staff in the urbanized areas, the section offers guidance and assistance in the development and preparation of the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Long-Range Transportation Plan (LRTP), and other required documents. It receives and reviews payment invoices from the MPOs for reimbursement of FHWA Transportation Planning Funds. In addition, this section also writes and maintains all agreements between the State and county / municipal entities for all projects involving State and Federal funds.

In 2019 Local Transportation Bureau administered over \$4,000,000 in FHWA funds to assist the 14 MPO's and over \$500,000 in FHWA funds to assist the 12 RPO's in their transportation planning efforts.

Design

The Design Section of the Local Transportation Bureau assists Local Public Agencies (LPA's) through the design process by reviewing the scope of each project to ensure it meets minimum standards established by the Local Transportation Bureau and FHWA. Plan and supporting documentation reviews are conducted to ensure that projects are constructed effectively. The section then acts as a liaison for the LPA by transmitting project plans to the Construction Bureau for review and to the Office Engineer Bureau for final letting.

During the 2019 fiscal year, the Local Transportation Bureau Pre-Construction and Design Sections assisted the counties with the widening and/or resurfacing of 207 miles of roads, at an approximate cost of \$41,727,803, and the construction of 3 county bridges, at an approximate cost of \$4,952,859.

The Local Transportation Bureau Pre-Construction and Design Sections also assisted the local agencies with the widening and/or resurfacing of 23 miles of road, at an approximate cost of \$14,274,544, and the construction of 18 bridges, at a cost of \$32,490,164 through the ATRIP and RAMP programs.

Pre-Construction

The Pre-Construction Section of the Local Transportation Bureau manages Local Public Agency (LPA) Projects that utilize Federal Aid and State Road and Bridge Funds from project initiation until all environmental clearances are secured. The section processes initiation documents and aids the LPA in acquiring required environmental clearances by acting as a liaison between various review agencies and corresponds with the LPA accordingly.

Operations

The Operations Section is responsible for assisting local agencies in complying with state and federal requirements to inspect, manage, and maintain their local transportation infrastructure.

The programs that the Operations Section oversees include: the management and inspection of local bridges in accordance with the National Bridge Inspection Standards (NBIS), the management and inspection of local roadways in accordance with the Local Public Agency Roadway Maintenance Certification Policy, the Emergency Bridge Inspection Team (EBIT), the Emergency Relief Program (ER), the Transportation Alternatives Set-Aside Program (TA), the High Risk Rural Roads Program (HRRR), the Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II), and the Rebuild Alabama Act (RAA) Annual Grant Program.

The Emergency Relief Program (ER) provides funding for the repair or reconstruction of Federal Aid eligible roads that have suffered serious damage from a natural disaster. During the 2019 fiscal year there was one event that qualified for Emergency Relief funding. That event occurred in February of 2019 and included 13 sites on the local transportation system at an approximate cost of \$4,844,518.

The Transportation Alternatives Set-Aside Program (TA) provides funding for the planning, design, and construction of alternative forms of non-motorized transportation. During the 2019 fiscal year, the TA program awarded 28 projects for a total of \$10,958,529.

The High-Risk Rural Roads Program (HRRR) provides funding for safety improvements on locally owned rural roads that are located outside of an urbanized area. The fiscal year 2019 HRRR program awarded 31 projects for a total cost of \$4,122,018.

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 locations, access to the highway (including median crossovers), grading and/or landscaping the right-of-way, 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 Department of Public Safety 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 state-matched federal funds allocated by the Federal Aid Highway Acts and includes the following sections:

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 Mobile Lidar, to include video logs of the state-maintained highway system and other designated routes 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.

The UAS Section conducts aerial surveys and extracts and processes data on various selected projects throughout the state to include: grade and drain and construction of new and relocated routes, rights of ways, structures such as bridges, guardrails and buildings and damaged areas due to Inclement weather, as requested by various bureaus in the Central Office; and the Regions/Areas. The UAS Section works with the State of Alabama UAS Working Group, which includes the FFA/FEMA to focus on state policies and procedures. The UAS Section trains in all aspects of UAS missions which will include a Basic Operation Course, UAS for Survey/Photogrammetry and advanced classes on Rescue/Recovery missions as well as incorporating the new Low Altitude Authorization and Notification Capability (LAANC) Program for mission planning.

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.

OFFICE OF FLEET MANAGEMENT

The office of Fleet Management provides fuel, maintenance and other services to all 148 state agencies. The State Motor Pool operates on a revolving fund and receives no monies from the State General Fund Budget. There are currently 125 vehicles in the State Motor Pool.

OFFICE OF TRANSPORTATION ENFORCEMENT

The ALDOT Office of Transportation Enforcement is comprised of 4 full-time law enforcement officers and 3 part-time retired state police officers committed to initiatives that target specific areas including compliance with motor fuel excise tax laws and regulations, criminal activity impacting ALDOT facilities and property, and assigned personnel investigations.

Compliance with Fuel Excise Tax Laws

ALDOT's Office of Enforcement focuses its attention on ensuring industry compliance with Alabama's motor fuels / Terminal Excise Tax laws through roadside enforcement and a rigorous inspection program at the retail and terminal level. These activities promote industry wide compliance and are designed to reduce fuel excise tax evasion. These compliance efforts have resulted in over \$879,000.00 in state tax assessments during FY 2019. ALDOT's Enforcement officers have issued approximately \$88,000.00 in civil penalties for non-compliance and have discovered over 130 fuel diversions from other states. ALDOT Enforcement officers continue to work with the Motor Fuel Section of the Alabama Department of Revenue (ADOR) to reduce the impact of non-compliance and non-reporting.

In addition to motor fuel excise tax laws, ALDOT officers are also engaged with the ADOR Motor Carrier Services Division to reduce non-compliance with the International Fuel Tax Agreement (IFTA), the Unified Carrier Registration (UCR) and other licensing issues. These efforts have resulted in a measurable increase in compliance in the number of IFTA, UCR and International Registration Plan (IRP) licensees and trip permits, and a sizeable increase in fees collected from carriers. ALDOT agents issued more than 260 citations last year for violations related to IFTA, UCR and IRP. Demonstrating the effectiveness in enforcement and compliance in these areas, the fees collected from IFTA increased from \$31,959,569 in 2017 (which was the beginning of our enforcement efforts) to \$38,572,029 in 2019.

Criminal Investigations

ALDOT's Office of Enforcement also investigates criminal activity committed against the agency.

• Theft of Property

ALDOT's Office of Enforcement has been an effective tool against theft at ALDOT facilities across the state. Recovering over \$218,000.00 in stolen property, these efforts have resulted in search warrants and arrests that recovered property belonging to the State of Alabama. In addition to recovering ALDOT property, our investigations also have been instrumental in helping other agencies recover their property as well.

• Criminal Investigations

ALDOT's Office of Enforcement has investigated drug activities that resulted in 6 arrests of individuals. 4 were for Possession of a Controlled Substance and 2 resulted from Possession of Drug Paraphernalia. Enforcement also participates in several task forces throughout the state.

Utilizing highly specialized training provided to ALDOT by the United States Secret Service (USSS), two ALDOT Enforcement agents currently participate in the Internet Crimes Against Children Taskforce (ICAC). Working in conjunction with the Secret Service and ALEA, these agents utilize equipment and training provided by the USSS Computer Evidence Recovery Team to investigate crimes against children and have assisted the ICAC Taskforce serve 10 search warrants recovering digital evidence and provided testimony in court to put these offenders behind bars. ALDOT Enforcement agents, working in conjunction with other law enforcement agencies, also have assisting in serving three search warrants in efforts to combat crime.

Additionally, ALDOT's Office of Enforcement provides coordination efforts in the Alabama Task Force on Skimming. Established in 2015 as a combined effort of local, state and federal regulatory, law enforcement and industry entities, this Task Force develops strategies for suppressing and mitigating the use of electronic devices illegally placed on commercial gas pumps for the purpose of obtaining credit card account information. Working in conjunction with the USSS, the Alabama Attorney General's Office, the AL Department of Agriculture and Industries, the Alabama Fusion Center, as well as petroleum marketing and equipment contractor industry officials, ALDOT Enforcement agents respond to, collect evidence from, and provide assistance to law enforcement agencies responding to suspected electronic skimming calls. In addition to assisting law enforcement agencies who are otherwise not equipped to handle such cases, ALDOT's agents also work with the USSS to provide skimmer identification and suppression training throughout the state and has also presented at several conferences outside the state to industry and law enforcement officials.

• Personnel Investigations

ALDOT's Office of Enforcement also serves the agency by assisting in personnel investigations in matters, as assigned by ALDOT's Administrative Bureau.

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 4393 total employees in 190 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 18 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 coordinate 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 72 reviews and inspections, 40 final reviews for operational capability and compliance, and no value engineering studies due to the FHWA threshold.

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 2018 fiscal year, 100 products were submitted for evaluation to the Product Evaluation Board. A total of 93 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, 12 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 five 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 250 tracts of property. Approximately \$39.76 million was spent acquiring properties and \$502,354 for relocation assistance.

Right of way is acquired for projects based on appraisals performed by both staff and contract fee appraisers. Appraisals require technical 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 fiscal year, approved appraisal contracts totaled \$1.6 million on 25 fee appraiser contracts 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 \$227,336. Proceeds of \$681,714 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 68 reimbursable utility agreements for approximately \$21.5 million, 21 of the reimbursable utility agreements made the work part of the roadway contract for approximately \$9.7 million. There were also 67 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), and Professional Civil Engineer Trainee (PCET).

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.

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, and online access to study material). 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 Training 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.

This fiscal year, 46 Professional Civil Engineering Trainees participated in rotational training. Also, 40 employees participated in the Fundamental of Engineering and 53 participated in the Professional Engineering Online Review Course.

The Training Bureau is dedicated to providing and offering quality educational programs in all areas from soft skills training to technical and certified training. The Training Bureau is a support bureau which assists all other Bureaus and statewide Regions with their training needs.

STATISTICAL SECTION

AIRPORT FUNDING FISCAL YEAR 2019

	Revenue	Expenditure
Airport Development Funding	\$36,193,144.22	\$35,921,670.83
Surplus Military Funding	\$435,587.71	\$931,023.85

AIRPORT LICENSES

Public Use Airports		82
Private Use Airports		29
Medical Facility Heliports		71
Private Heliports		64
Airports Operated by U.S. Government for Military Use		27

**ALDOT - Aeronautics Bureau
FY 2019**

FUND 80

Revenues

7635	Revenue - Aviation Fuel Tax	\$	2,124,723.82
7647	Revenue - 5010 Inspection Program Fees		9,100.00
7649	Revenue - Logo Permits		1,729,075.00
7669	Revenue - Miscellaneous Revenue		0.40
7680	Revenue - Federal Grants		32,330,245.00
			32,330,245.00
		\$	36,193,144.22

Expenditures

4580	Aeronautics - Federal Projects	\$	34,151,094.00
4581	Aeronautics - State Projects		823,873.00
8015	Administration - Aeronautics		946,703.83
			946,703.83
		\$	35,921,670.83

FUND 90

Revenues

7691	Gain/Loss on Investments	\$	1,960.71
7692/7697	Revenue-Interest Income on Investments		112,321.86
7693	Revenue-Rental Income-Land		172,378.42
7694	Revenue-Federal Grants		68,338.00
7696	St. Elmo Aviation Fuel Sales		80,588.72
			80,588.72
		\$	435,587.71

Expenditures

4590	Aeronautics-State Projects-SMFF	\$	666,245.00
8013	Administration		233,014.31
8023	St. Elmo Fuel Operations		31,764.54
			31,764.54
		\$	931,023.85

ALABAMA DEPARTMENT OF TRANSPORTATION - BRIDGE BUREAU

Summary of Bridge Projects Let to Contract from October 1, 2018 to September 30, 2019

COUNTY	PROJECT NO.	DESCRIPTION	DATE LET	NO. OF BRIDGES	BID PRICE	LN. FT. BRIDGE	SQ. FT. BRIDGE	AVG. SP. FT.
				36	\$37,448,362.00	7,639	307,203	\$123.22
Shelby	CSMAC-06159(263)	John Findlay Drive over Concrete Spaway	11/2/2018	1	\$183,676.23	41.75	404.5	\$305.08
Colfax	BRF-0761(208)	SR187 over Flat River (Main Bridge)	12/7/2018	1	\$2,296,609.00	385	10754.6	\$130.47
Colfax	BRF-0761(208)	SR187 over Flat River (Roller Bridge 1)	12/7/2018	1	\$1,163,478.00	285	11876.7	\$97.12
Colfax	BRF-0761(208)	SR187 over Flat River (Roller Bridge 2)	12/7/2018	1	\$873,426.00	200	8463.3	\$102.98
Limestone	ENPAP-0610(055)	CR12 over a Slough of Limestone Creek	12/7/2018	1	\$1,030,049.00	180	7635	\$135.00
Limestone	ACBR020603-A1PR012)	CR187 over West Flat Creek	12/7/2018	1	\$540,796.61	160	6535	\$97.70
Houston	ACBR031070-A1PR008)	Brookside Drive over Quail Creek	12/7/2018	1	\$246,791.00	73.04	2737.6	\$93.12
LeFlore	ACBR031136-A1PR016)	CR349 over Soap Creek	12/7/2018	1	\$543,960.00	86	2813.6	\$528.88
LeFlore	ACBR032748-A1PR073)	CR18 over Second Creek	12/7/2018	1	\$699,999.00	220	6766	\$141.91
Chilton/Chelby	BR-0745(050)	SR145 over Wicahatchee Creek	12/7/2018	1	\$3,107,017.50	540	20560	\$123.96
Cherokee	BR-0098(050)	SR08 over Tenneyh Creek	12/8/2018	1	\$415,240.00	120	2940	\$142.28
Madison	ACBR030405-A1PR008)	CR8 over Burnettsville Creek	3/22/2019	1	\$388,812.91	80	2767.5	\$145.78
Madison	ACBR061111-A1PR0013)	Coment Road over Eightmile Creek	5/31/2019	1	\$775,121.70	240	7300	\$198.18
Madison	BR-4317(251)	Dan Tibbs Road over Dry Creek	5/31/2019	1	\$358,600.00	299.83	8494.7	\$21.88
Mobile/Baldwin	ML-MACR-415P-005(201)	Bridge Raising over I-65 @ Lister Dairy Rd	5/31/2019	1	\$436,856.00	385	11638.8	\$721.37
Calhoun	ACBR030386-A1PR013)	CR18 over Tallapoosa River	6/28/2019	1	\$1,581,653.00	176	8123.6	\$145.40
DeWitt	BR-0001(050)	SR7 over Dry Creek	6/28/2019	1	\$633,716.00	120	5770	\$189.83
Mobile	BR-0013(601)	SR13 over Steeds Creek 388	7/26/2019	1	\$607,726.66	120	6900	\$119.40
Baldwin	BR-0217(200)	CR8 over Spiner Branch	7/26/2019	1	\$468,372.00	120	4130	\$113.41
Tuscaloosa	ACBR025607-A1PR007)	CR115 over Brimley Creek	7/26/2019	1	\$767,252.00	240	7300	\$153.15
Lowndes	BRF-0000(081)	US80 over Big Springs Creek EB.	9/30/2019	1	\$2,548,601.00	685	23200	\$198.30
Randolph	BR-0048(002)	SR48 over Fox Creek	9/27/2019	1	\$1,384,400.00	270	6747.3	\$142.63
Shelby	ACBR025603-A1PR012)	CR52 over Cahaba River	9/27/2019	1	\$3,864,190.00	448	18917.8	\$193.69
Madison	STPRN-4514(251)	CR242 over Flint River Roller Bridge 1	9/27/2019	1	\$2,196,231.00	315	15077.5	\$143.89
Madison	STPRN-4514(251)	CR242 over Flint River Roller Bridge 2	9/27/2019	1	\$1,210,218.14	135	6647.5	\$184.84
Madison	STPRN-4514(251)	CR242 over Flint River Roller Bridge 3	9/27/2019	1	\$920,321.30	96	4385	\$114.18
Madison	STPRN-4514(251)	CR242 over Flint River Main Bridge	9/27/2019	1	\$1,633,798.12	328	16625	\$198.27
Russell	ACAMBR020602-A1PR011)	Copellita Road over Mill Creek	9/27/2019	1	\$891,201.00	126	6485	\$152.12
Calhoun	BR-0046(003)	SR46 over Game Creek	9/27/2019	1	\$1,426,073.00	365	16715	\$95.28

**CONSTRUCTION PROJECTS AND CLAIMS
FISCAL YEAR 2019**

CONSTRUCTION PROJECTS

Active Construction Projects 393 \$2,418,272,537

CLAIMS ACTIVITIES

Number of Notices of Intent Filed	18
Number of Notices of Intent Rescinded	12
Number of Notices of Intent Waived by Contractor	9

	NUMBER	AMOUNT
Claims Under Review	16	\$10,269,248
Claims Settled	3	\$39,619
Claims Denied	1	\$0

DBE SECTION

Number of Applications for Certification	65
Number of Firms Certified, includes FY'18 carryovers	62
Number of Firms Denied	14
Number of Firms Appealed to USDOT	4
Number of Denials Upheld by USDOT	1
Number of Denials Overturned by USDOT	1
Number of Denials Under Review by USDOT	2

Department of Transportation Fiscal year 2019

	summary of purchases of equipment
Automobiles (SA)	\$ 358,423.00
Trucks (ST)	22,174,553.45
Heavy Equipment (SE)	11,428,383.16
State General (SG)	7,457,816.21
S.H.D. Equipment	5,038,302.61
TOTAL	<u><u>\$ 46,457,478.43</u></u>

	summary of sales of equipment
Automobiles (SA)	\$ 198,181.00
Trucks (ST)	8,515,789.65
Heavy (SE)	4,182,602.45
State General (SG, HD & CH) Equipment	\$ 492,618.51
Other (MC)	\$ 158,281.15
	<u><u>Total Gross</u></u>
	<u><u>\$13,547,472.76</u></u>

	recapitulation
Total Purchases	\$ 46,457,478.43
Total Sales	13,547,472.76
Purchases Over Sales	<u><u>\$ 32,910,005.67</u></u>

Sales of Used Tires, Tubes, Batteries, Scrap Metals & Miscellaneous Small Equipment	\$ 55,547.00
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**Table 17.
Public Road and Bridge Fund - Summary of Receipts and Disbursements - Fiscal Years Ended September 30**

	2019	2018	2017	2016	2015	2014	2013
Cash on Hand, October 1*	269,262,451	360,939,528	349,557,357	403,381,527	\$ 307,872,201	\$ 213,054,633	\$ 272,402,333
Receipts:							
Gasoline Excise Tax - \$0.05	102,143,286	100,444,485	100,507,583	99,568,018	\$ 96,361,958	\$ 92,781,662	\$ 92,344,275
Gasoline Excise Tax - \$0.04	47,850,382	47,054,556	47,084,115	46,643,963	45,142,042	43,464,804	43,259,850
Motor Fuel Tax - \$0.06	44,116,588	42,620,492	40,737,034	41,945,928	40,000,533	39,825,059	38,395,486
LP Gas Vehicle Permits	50,853	52,490	55,819	61,254	62,093	68,619	86,640
Motor Vehicle License Taxes	107,976,079	105,795,451	104,825,111	100,351,812	98,695,945	96,939,373	99,743,008
Gasoline Excise Tax - \$.07	81,813,338	80,451,653	80,506,488	79,755,931	77,188,217	74,319,373	73,978,570
Lubricating Oil Tax	592,020	605,898	523,376	511,506	525,279	548,874	533,205
Oversize Hauling Permits	4,928,757	4,266,820	4,118,636	3,732,690	3,756,180	3,786,140	3,588,880
Motor Fuel Tax - \$.13	100,099,268	96,618,126	92,516,773	96,303,462	91,840,402	91,440,688	88,157,236
Truck Identification Decals	1,052,640	1,069,701	984,082	988,081	972,878	925,245	866,599
Petroleum Products Inspection Fees	45,512,795	44,944,016	44,740,079	46,145,636	44,981,528	44,335,378	43,068,004
Outdoor Advertising Permits	62,343	63,595	63,493	65,137	61,481	67,485	62,267
Motor Carrier Tax	494,606	546,869	434,180	573,884	573,449	432,116	487,602
Motor Vehicle Excise Tax	286,447						
Federal Aid	1,005,533,713	927,143,828	812,656,904	855,654,262	876,318,519	920,292,665	891,777,257
County Aid & Miscellaneous	54,505,884	59,335,537	42,958,540	53,370,099	138,258,068	63,246,214	50,162,609
Industrial Access	633,199	867,984	608,660	562,448	536,734	613,852	511,763
Transfer from Bond Accounts	280,612,708	394,971,700	313,662,318	220,212,263	228,632,962	162,277,769	38,267,934
Total Receipts	1,878,264,906	1,906,853,201	1,686,983,191	1,646,446,374	\$ 1,743,908,268	\$ 1,635,365,316	\$ 1,465,243,185
Disbursements:							
Construction	1,508,599,023	1,633,077,915	1,286,955,836	1,235,249,481	\$ 1,282,573,021	\$ 1,196,094,270	\$ 1,207,483,368
Maintenance	204,894,469	191,215,247	175,942,545	190,730,968	183,609,614	178,331,234	182,472,294
Equipment Purchase	15,611,062	14,192,238	13,924,371	11,505,485	14,338,706	8,668,247	7,994,000

PUBLIC ROADS AND BRIDGE FUNDS

Unexpended Balance as of October 1, 2019	269,262,451
RECEIPTS:	
Revenue	
Gasoline Excise Tax \$.05	102,143,286
Gasoline Excise Tax \$.04	47,850,382
Motor Fuel Tax \$.06	44,116,588
LP Gas Vehicle Permits	50,853
Motor Vehicle License	107,976,079
Gasoline Excise Tax \$.07	81,813,338
Lubricating Oil Tax	592,020
Oversize Hauling Permits	4,928,757
Motor Carrier Mileage, Taxes, Fees	494,606
Motor Fuel Tax \$.13	100,099,268
Truck Identification Decals	1,052,640
Petroleum Products Inspection Fees	45,512,795
Outdoor Advertising Permit Fees	62,343
Motor Vehicle Excise Tax	286,447
Subtotal Revenue - State	536,979,402
TOTAL REVENUE	\$ 536,979,402
Non - Revenue Receipts	
ISTEA Interstate Maintenance	1,207,191
ISTEA National Highway System	4,868,143
ISTEA Surface Transportation Program	4,566,211
Federal Aid- ARRA 2009 Transit Stimulus	-
ISTEA Special	2,203,908
ISTEA Other	1,431,900
Federal Aid Priority Primary	
Federal Interstate Regular	
Federal Interstate ACI	
Federal Aid Primary	
Federal Aid Secondary	
Federal Aid - ATRIP Projects	38,909,332
Federal Aid ABC Urban	
Federal Aid CBD Projects	26,610,000
Federal Aid Urban	
Federal Aid Secondary (Farm to Market)	
Federal Aid Secondary (Farm to Market Miscellaneous)	
Federal Topic	
Federal Appalachian	5,037,484
Federal - MAP 21/FASTACT	861,810,855
Federal Aid Special Aid	
Federal Aid Highway Planning & Research	27,962,861
Federal Aid Bridge Replacement	1,393,656
Federal Aid - ARRA 2009 Stimulus	

PUBLIC ROADS AND BRIDGE FUNDS CONTINUED

Federal Aid Transit Capital	4,508,070
Federal Aid Beautification	
Federal Aid Special Grants	
Federal Aid Other	25,024,102
Subtotal	\$ 1,005,533,713
Bond Proceeds-ATRIP Bonds	276,933,998
Ramp Bonds	3,678,711
Ind. Access Road & Bridge Corp	633,199
Amendment 1 County Share	
Capital Improvement Trust Fund Appropriation	
County Aid	290,172
Other Aid	415,709
Other Project Participation	48,600,802
Revenue Sharing	
Contractor Bid Fees	7,450
Miscellaneous Receipts	4,860,062
Subtotal	335,420,103
UMTA Vehicle Disposition Proceeds	59,252
Rapid Rail	
ROW Title 23 Revenue	272,436
TOTAL NON-REVENUE RECEIPTS	331,688
TOTAL RECEIPTS	\$ 1,878,264,906
TOTAL FUNDS AVAILABLE	\$ 2,147,527,357
EXPENDITURES	
Debt Service	
Ramp Bonds - Principal and Interest	3,813,105
1st Issue - ATRIP Issue	28,010,000
2nd Issue - ATRIP Issue	5,730,000
2nd Issue - CBD Issue	13,630,000
Total Debt Service	51,183,105
Administration	
Internal Administrative Support	67,152,539
External Administrative Support	15,149,498
Other Equipment Purchases	15,611,062
Land and Buildings Expenditures	9,215,323
Captive County Health Insurance	28,193
Legislatively Mandated Transfers	63,500,000
Total Administrative Expenditures	\$ 170,656,615

PUBLIC ROADS AND BRIDGE FUNDS CONTINUED

Construction and Maintenance Expenditures

Federal Construction	1,415,763,298
State Construction	92,835,725
Special Work Authorizations	1,049,176
Routine Maintenance	151,998,758
Maintenance Projects	52,895,711
Total Construction and Maintenance Expenditures	\$ 1,714,542,668

TOTAL EXPENDITURES **\$ 1,936,382,388**

ADJUSTMENTS TO CASH

Adjustments include Deposits in Transit, Investments, Retainage, Receivable Adjustments, Amounts Pending Distribution, etc.	1,361,485
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TOTAL DISBURSEMENTS **\$ 1,937,743,874**

RECONCILIATION:

Add: Cash Balance September 30, 2019	209,783,483
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TOTAL FUNDS AVAILABLE **\$ 2,147,527,357**

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION			
DEBT SERVICE REQUIREMENTS			
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY			
GARVEE BONDS - SERIES 2011 REFINANCED			
BONDS			
YEAR	OUTSTANDING	INTEREST	REDEMPTION
2017	\$0.00	\$336,300.00	\$16,815,000.00
		\$336,300.00	\$16,815,000.00
<i>Bonds issued by Alabama Federal Aid Highway Finance Authority, authorized by Section 23-1-307, Code of Alabar approved August 23, 2011.</i>			

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION			
DEBT SERVICE REQUIREMENTS			
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY			
GARVEE BONDS - SERIES 2012 (Revised)			
BONDS			
YEAR	OUTSTANDING	INTEREST	REDEMPTION
2019	120,685,000.00	5,914,250.00	28,010,000.00
2020	92,675,000.00	4,513,750.00	29,410,000.00
2021	63,265,000.00	3,043,250.00	30,880,000.00
2022	32,385,000.00	1,539,250.00	32,385,000.00
		15,010,500.00	120,685,000.00
<i>* Original Issue Date of 12/18/12</i>			
<i>* Bonds Maturing in 2023-2026 with Total Principal of \$146,215,000 Refunded by 2017-B Issue</i>			

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION				
DEBT SERVICE REQUIREMENTS				
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY				
GARVEE BONDS - SERIES 2015				
BONDS				
YEAR	OUTSTANDING	INTEREST	REDEMPTION	
2019	511,750,000	22,056,845.00	5,730,000.00	22,056,845.00
2020	505,735,000	21,770,345.00	6,015,000.00	21,770,345.00
2021	499,420,000	21,469,595.00	6,315,000.00	21,469,595.00
2022	492,790,000	21,153,845.00	6,630,000.00	21,153,845.00
2023	485,830,000	20,822,345.00	6,960,000.00	20,822,345.00
2024	478,520,000	20,474,345.00	7,310,000.00	20,474,345.00
2025	470,840,000	20,108,845.00	7,680,000.00	20,108,845.00
2026	462,780,000	19,724,845.00	8,060,000.00	19,724,845.00
2027	413,080,000	19,321,845.00	49,700,000.00	19,321,845.00
2028	360,895,000	16,836,845.00	52,185,000.00	16,836,845.00
2029	306,500,000	14,627,595.00	54,395,000.00	14,627,595.00
2030	250,420,000	12,941,350.00	56,080,000.00	12,941,350.00
2031	191,540,000	10,137,350.00	58,880,000.00	10,137,350.00
2032	130,180,000	7,661,600.00	61,360,000.00	7,661,600.00
2033	63,815,000	5,207,200.00	63,815,000.00	5,207,200.00
2034	66,365,000	2,654,600.00	66,365,000.00	69,019,600.00
		256,969,395.00	511,750,000.00	
<i>* Original Issue Date of 02/12/15</i>				

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION			
DEBT SERVICE REQUIREMENTS			
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY			
RAMP BONDS - 2019			
	BONDS		
YEAR	OUTSTANDING	INTEREST	REDEMPTION
2019	11,065,000.00	188,105.00	3,625,000.00
2020	7,440,000.00	126,653.00	3,690,000.00
2021	3,750,000.00	63,663.00	3,750,000.00
		627,131.00	11,065,000.00
* Original Issue Date of 11/29/16			

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION			
DEBT SERVICE REQUIREMENTS			
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY			
2016-A			
	BONDS		
YEAR	OUTSTANDING	INTEREST	REDEMPTION
2019	236,395,000	11,819,750.00	
2020	236,395,000	11,819,750.00	
2021	236,395,000	11,819,750.00	
2022	236,395,000	11,819,750.00	
2023	236,395,000	11,819,750.00	
2024	236,395,000	11,819,750.00	
2025	236,395,000	11,819,750.00	
2026	236,395,000	11,819,750.00	
2027	236,395,000	11,819,750.00	
2028	236,395,000	11,819,750.00	
2029	236,395,000	11,819,750.00	
2030	236,395,000	11,819,750.00	
2031	236,395,000	11,819,750.00	
2032	223,950,000	11,819,750.00	12,445,000.00
2033	204,820,000	11,197,500.00	19,130,000.00
2034	184,730,000	10,241,000.00	20,090,000.00
2035	94,620,000	9,236,500.00	90,110,000.00
2036		4,731,000.00	94,620,000.00
		200,882,500.00	236,395,000.00
* Original Issue Date of 11/29/16			

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION			
DEBT SERVICE REQUIREMENTS			
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY			
2017-A			
<i>FISCAL YEAR</i>	<i>PRINCIPAL</i>	<i>INTEREST</i>	<i>PRINCIPAL</i>
<i>ENDING</i>	<i>OUTSTANDING</i>	<i>PAYMENT</i>	<i>PAYMENT</i>
2019	403,665,000	19,683,250.00	13,630,000.00
2020	390,035,000	19,001,750.00	14,310,000.00
2021	375,725,000	18,286,250.00	15,030,000.00
2022	360,695,000	17,534,750.00	15,780,000.00
2023	344,915,000	16,745,750.00	18,020,000.00
2024	326,895,000	15,844,750.00	18,915,000.00
2025	307,980,000	14,899,000.00	19,860,000.00
2026	288,120,000	13,906,000.00	20,855,000.00
2027	267,265,000	12,863,250.00	20,135,000.00
2028	247,130,000	11,856,500.00	21,140,000.00
2029	225,990,000	10,799,500.00	22,200,000.00
2030	203,790,000	9,689,500.00	23,310,000.00
2031	180,480,000	8,524,000.00	24,480,000.00
2032	156,000,000	7,300,000.00	13,255,000.00
2033	142,745,000	6,637,250.00	7,855,000.00
2034	134,890,000	6,244,500.00	8,245,000.00
2035	126,645,000	5,832,250.00	8,660,000.00
2036	117,985,000	5,399,250.00	9,090,000.00
2037	108,895,000	3,708,562.50	108,895,000.00
		224,756,062.50	403,665,000.00
* Original Issue Date of 06/29/17			

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION			
DEBT SERVICE REQUIREMENTS			
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY			
2017-B			
	BONDS		
YEAR	OUTSTANDING	INTEREST	REDEMPTION
2019	139,975,000	6,998,750.00	
2020	139,975,000	6,998,750.00	
2021	139,975,000	6,998,750.00	
2022	139,975,000	6,998,750.00	
2023	107,500,000	6,998,750.00	32,475,000.00
2024	73,400,000	5,375,000.00	34,100,000.00
2025	37,595,000	3,670,000.00	35,805,000.00
2026	0	1,879,750.00	37,595,000.00
		45,918,500.00	139,975,000.00
<i>Original Issue Date of 06/29/17</i>			

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION				
OUTSTANDING BONDS				
Fiscal Year 2019				
Garvee Bonds- Series 2012				
NAME	INTEREST RATE	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Finance Authority				
GARVEE Series 2012		September 1, 2022	\$ 120,685,000.00	\$ 15,010,500.00
Total			\$ 120,685,000.00	\$ 15,010,500.00
NAME		PRINCIPAL REDEMPTION 2018-2019		INTEREST REDEMPTION 2018-2019
AL Federal Aid Highway Finance Authority				
GARVEE Series 2012		\$28,010,000.00		\$5,914,250.00
Total		\$28,010,000.00		\$5,914,250.00
Ramp Bonds - 2014				
NAME	INTEREST RATE	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Finance Authority				
RAMP 2014		June 1, 2021	\$ 11,065,000.00	\$ 627,131.00
Total			\$ 11,065,000.00	\$ 627,131.00
NAME		PRINCIPAL REDEMPTION 2018-2019		INTEREST REDEMPTION 2018-2019
AL Federal Aid Highway Finance Authority				
RAMP 2014		\$3,625,000.00		\$188,105.00
Total		\$3,625,000.00		\$188,105.00
Garvee Bonds- Series 2015				
NAME	INTEREST RATE	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Finance Authority				
GARVEE Series 2015		September 1, 2034	\$ 511,750,000.00	\$ 256,959,395.00
Total			\$ 511,750,000.00	\$ 256,959,395.00
NAME		PRINCIPAL REDEMPTION 2018-2019		INTEREST REDEMPTION 2018-2019
AL Federal Aid Highway Finance Authority				
GARVEE Series 2015		\$5,730,000.00		\$22,056,845.00
Total		\$5,730,000.00		\$22,056,845.00
AFAHFA 2016-A				
NAME	INTEREST RATE	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Finance Authority				
AFAHFA 2016		September 1, 2036	\$236,395,000.00	\$ 200,882,500.00
Total			\$236,395,000.00	\$ 200,882,500.00

		PRINCIPAL REDEMPTION		INTEREST REDEMPTION
NAME		2018-2019		2018-2019
<i>AL Federal Aid Highway Finance Authority</i>				
AFAHFA 2016		\$0.00		\$11,819,750.00
Total		<u>\$0.00</u>		<u>\$11,819,750.00</u>
AFAHFA 2017-A				
NAME	INTEREST RATE	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
<i>AL Federal Aid Highway Finance Authority</i>				
AFAHFA 2017-A		June 1, 2037	\$403,665,000.00	\$ 224,750,062.00
Total			<u>\$403,665,000.00</u>	<u>\$ 224,750,062.00</u>
NAME		PRINCIPAL REDEMPTION		INTEREST REDEMPTION
		2018-2019		2018-2019
<i>AL Federal Aid Highway Finance Authority</i>				
AFAHFA 2017-A		\$13,630,000.00		\$19,683,250.00
Total		<u>\$13,630,000.00</u>		<u>\$19,683,250.00</u>
AFAHFA 2017-B Refunding				
NAME	INTEREST RATE	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
<i>AL Federal Aid Highway Finance Authority</i>				
AFAHFA 2017-B		September 1, 2026	\$139,975,000.00	\$ 45,918,500.00
Total			<u>\$139,975,000.00</u>	<u>\$ 45,918,500.00</u>
NAME		PRINCIPAL REDEMPTION		INTEREST REDEMPTION
		2018-2019		2018-2019
<i>AL Federal Aid Highway Finance Authority</i>				
AFAHFA 2017-B		\$0.00		\$6,998,750.00
Total		<u>\$0.00</u>		<u>\$6,998,750.00</u>

LEGAL BUREAU ACTIVITIES 2019

Board of Adjustment

Claims Opened	753
Claims Closed	711
Claims Pending	42
Amount Paid	\$337,538.05

State Property Damage Claims

Claims Opened	555
Claims Closed	449
Claims Pending	106

Amount Collected by Legal Bureau & Regions \$3,792,963.20

Requests for Production of Documents

Requests Opened	163
Requests Pending	19

Contracts, Leases, and Deeds Reviewed 1,581

Active Lawsuits 135

Annual Report 2019

	Maintenance Responsibility			
	State	County	City	Other
Total Structures	5761	8589	1559	62
	/ / / / /	/ / / / /	/ / / / /	/ / / / /
**Functionally Obsolete				
*Structurally Deficient	82	443	85	16
Load Posted	12	2094	201	18
Closed	12	136	22	10
Temporary Work	51	92	5	2

The terms listed below have been modified since the Annual Report of 2018.

****Functionally Obsolete (FO)**

The term Functionally Obsolete is no longer being used or tracked by FHWA.

***Structurally Deficient (SD)**

As of January 2018, a bridge is considered Structurally Deficient when any component of a bridge (Item 58 – Deck, Item 59 – Superstructure, Item 60 – Substructure, or Item 62 – Culvert) is given a National Bridge Inventory (NBI) condition grade of 4 or less.

DAILY VEHICLE MILES OF TRAVEL (2019 DVMT)

YEAR	TOTAL DVMT (THOUSANDS)	STATE SYSTEM DVMT (THOUSANDS)
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
2017	188,142	107,278
2018	189,047	106,786

2019 HIGHWAY PERFORMANCE MONITORING SYSTEM
FUNCTIONAL CLASSIFICATION

	LINEAR MILES	LANE MILES
Interstate	1,003.66	4,660.61
Principal Arterial - Other Freeways and Expressways	29.10	139.34
Principal Arterial - Other	3,329.08	10,964.48
Minor Arterial	6,359.13	14,469.78
Major Collector	15,878.15	32,184.47
Minor Collector	6,327.44	12,655.79
Local	68,035.81	136,071.62
TOTAL	100,962.37	211,146.09

2019 ROADWAY OWNERSHIP BY FUNCTIONAL CLASSIFICATION IN MILES

FACILITY TYPE	STATE HIGHWAY AGENCY	COUNTY HIGHWAY AGENCY	CITY OR MUNICIPAL AGENCY	OTHER STATE AGENCY	INDIAN TRIBE NATION	OTHER FEDERAL AGENCY	MILITARY
Interstate	1,003.660	0.000	0.000	0.000	0.000	0.000	0.000
PA * - Other Freeways and Expressways	29.102	0.000	0.000	0.000	0.000	0.000	0.000
PA * - Other	3,210.010	16.470	102.610	0.000	0.000	0.000	0.000
Minor Arterial	4,612.980	436.400	1,287.000	0.000	0.000	0.000	22.750
Major Collector	2,041.740	10,069.640	3,758.500	0.000	0.000	0.000	8.270
Minor Collector	32.070	5,811.280	484.090	0.000	0.000	0.000	0.000
Local	5.550	43,638.080	22,974.420	150.900	0.070	921,440	345.360
TOTAL	10,935.112	59,971.870	28,606.620	150.900	0.070	921,440	376.380

* Principal Arterial

MATERIALS AND TESTS ACTIVITIES

	FY-2017	FY-2018	FY-2019
MATERIALS DIVISION			
<u>Pavement Design Section</u>			
Pavement Structural Designs Approved	207	184	184
Pavement Structural Design Addendums Approved			183
<u>Certification Section</u>			
Miles of Independent Assurance Sampling & Testing	808	861	968.9
Concrete Structures Projects	11	29	10
Safety Improvement & Guardrail Projects	48	66	58
Total Projects IAS&T Certified/Completed	176	244	151
<u>Nuclear Gage Laboratory</u>			
Repaired Nuclear Gages	41	29	15
Disposed Nuclear Gages	0	0	0
Calibrated/Recalibrated Nuclear Gages	100	101	90
Leak-tested Nuclear Gages	548	556	567
Geotechnical Division			
<u>Geotechnical In-House Design</u>			
Bridge and Culvert Reports	11	5	2
Slide Correction & Back Slope Reports	6	9	5
Limited Soil Survey & Materials Reports		6	12
Slope Study Reports		12	19
Sign, Signal Pole & High-mast Lighting Reports	34	30	25
Retaining Wall Reports	1	1	
Special Projects (i.e. Sinkholes & Rockfalls)	8	3	1
Building Foundation			1
Geo-hydrological Reports	19	15	14
Wave Equation Analysis	148	78	71
Dynamic Testing/Restrikes for Construction	49	64	154
Static Load Tests		58	27
Drive to Refusal Analysis		14	27
<u>Geotechnical Consultant Design</u>			
Bridge and Culvert Reports	13	11	15
Slope Study Reports		3	5
Slide Correction & Back Slope Reports	15	1	1
Soil Survey Reports	10	6	13
Sign, Signal Pole & High-mast Lighting Reports	0	0	0
Retaining Wall Reports	6	1	4
Special Projects	26	0	0
Reports reviewed for concurrence		50	8
<u>Foundation Investigation/Drilling</u>			
Bridge and Culvert Projects	28	21	15
Slide Correction & Back Slope Projects	8	24	19
Soil Survey Projects	25	19	22
Sign, Signal Pole & High-mast Lighting Projects	16	19	17
Retaining Wall Projects	6	8	2
Special Projects (Sinkhole studies & Hazardous Materials Sites & Asphalt)	7	9	7
Total Footage Drilled for Projects (feet)	50915	43281	30456
ENVIRONMENTAL AND COMPLIANCE DIVISION			
<u>Hazardous Materials</u>			
Clearance for Projects	47	29	52
Investigations at Underground Storage Tank or Hazardous Materials Sites	5	7	8
Site Remediation Projects (UST Closure, Corrective Action, etc.)	14	16	13
<u>Environmental Compliance</u>			
Environmental Audits	51	51	51
<u>Storm Water Compliance</u>			
Project Storm Water Inspections	46	N/A	N/A
QC/QA Inspections	0	N/A	N/A
PAVEMENT MANAGEMENT DIVISION			
Centerline Miles of Pavement Friction Testing	6636	7566	5838
Centerline Miles of Pavement Condition Assessment	7585	8716	7364
Pavement Condition Assessments/Non-State Route HPMS Samples	1416	1855	1515
Falling-weight Deflectometer Testing - projects	153	309	189

**AWARDED CONTRACTS
FISCAL YEAR 2019**

<u>CATEGORY OR PROGRAM</u>	<u>AMOUNT AWARDED</u>
Interstate and National Highway System	\$267,228,353.36
State Funds	\$10,507,203.25
Alabama Transportation Rehabilitation & Improvement Program (ATRIP)	\$41,953,807.80
Other Federal-Aid	\$323,537,347.42
State Maintenance	\$8,820,122.63
TOTAL AMOUNT AWARDED	\$652,046,834.46

AWARDED CONTRACTS 2010-2019

YEAR	CONTRACTS AWARDED	AMOUNT AWARDED*
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
2018	305	812
2019	292	652

*millions of dollars

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

NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$ 333,468,845.53
SURFACE TRANSPORTATION PROGRAM	\$ 408,761,036.92
SAFETY PROGRAM	\$ 41,183,907.97
EMERGENCY RELIEF	\$ 1,868,531.93
SPECIAL PROJECTS	\$ -7,964,172.67
CONGESTION MITIGATION & AIR QUALITY	\$ 14,331,277.20
MISCELLANEOUS	\$ 57,705,761.88
TRANSPORTATION ALTERNATIVE	\$ 19,584,293.14
NATIONAL FREIGHT PROGRAM	\$ 25,488,673.00
TOTAL	\$ 894,428,154.90

**CONSTRUCTION AND MAINTENANCE ACTIVITIES
BY REGION FOR FISCAL YEAR 2019
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	0.0	116.8	43.8	0.0	1.9	5
	OTHER	0.0	0.0	0.4	125.3	8.6	0.3	0.0	5
	TOTAL	0.0	0.0	0.4	242.1	52.4	0.3	1.9	10
EAST CENTRAL	STATE	0.0	0.0	0.0	69.5	59.1	2.2	0.0	3
	OTHER	0.0	0.0	2.0	32.1	0.8	0.0	0.0	4
	TOTAL	0.0	0.0	2.0	101.6	60.0	2.2	0.0	7
NORTH	STATE	0.0	0.0	0.0	123.4	15.6	0.0	0.0	5
	OTHER	0.0	0.0	2.4	38.3	0.6	0.1	1.0	10
	TOTAL	0.0	0.0	2.4	161.7	16.2	0.1	1.0	15
WEST CENTRAL	STATE	0.0	0.0	0.0	45.4	53.1	0.0	0.0	1
	OTHER	0.0	0.0	1.0	93.0	0.0	0.0	0.0	6
	TOTAL	0.0	0.0	1.0	138.4	53.1	0.0	0.0	7
SOUTHWEST	STATE	0.0	0.0	0.0	139.9	31.8	0.0	2.3	5
	OTHER	0.0	0.0	1.5	35.6	0.0	0.0	0.0	1
	TOTAL	0.0	0.0	1.5	175.6	31.8	0.0	2.3	6
TOTALS	STATE	0.0	0.0	0.0	495.0	203.5	2.2	4.2	19.0
	OTHER	0.0	0.0	7.3	324.3	10.0	0.4	1.0	26.0
	TOTAL	0.0	0.0	7.3	819.3	213.4	2.6	5.2	45.0

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

PERSONNEL AND PAYROLL COMPARISONS BETWEEN FISCAL YEARS 2018 AND 2019

Fiscal Year 2018				Fiscal Year 2019			
Semi-weekly Pay Period	Number of Employees	Amount of Payroll		Semi-weekly Pay Period	Number of Employees	Amount of Payroll	
October 1 - 15, 2017	4353	8,107,634.12		October 1 - 15, 2018	4340	8,497,340.28	
October 16 - 31, 2017	4348	8,104,659.65		October 16 - 31, 2018	4346	8,523,813.91	
November 1-15, 2017	4358	10,552,895.96		November 1-15, 2018	4354	8,536,752.20	
November 16-30, 2017	4343	7,991,254.84		November 16-30, 2018	4371	10,877,359.19	
December 1-15, 2017	4333	8,253,171.87		December 1-15, 2018	4361	8,534,713.87	
December 16-31, 2017	4329	7,948,091.71		December 16-31, 2018	4353	8,368,938.38	
January 1-15, 2018	4342	8,599,519.82		January 1-15, 2019	4359	8,820,825.49	
January 16-31, 2018	4308	8,178,432.77		January 16-31, 2019	4340	8,526,207.05	
February 1-15, 2018	4338	8,291,775.37		February 1-15, 2019	4371	8,804,497.43	
February 16-28, 2018	4306	7,948,541.96		February 16-28, 2019	4344	8,376,892.45	
March 1-15, 2018	4315	8,184,755.80		March 1-15, 2019	4361	8,805,928.36	
March 16-31, 2018	4315	8,133,034.67		March 16-31, 2019	4351	8,512,055.99	
April 1-15, 2018	4333	8,292,322.85		April 1-15, 2019	4362	8,824,869.93	
April 16-30, 2018	4349	7,328,515.52		April 16-30, 2019	4353	8,464,058.09	
May 1-15, 2018	4333	7,047,597.95		May 1-15, 2019	4360	8,763,955.76	
May 16-31, 2018	4329	8,107,389.13		May 16-31, 2019	4368	8,626,087.78	
June 1-15, 2018	4343	8,245,320.30		June 1-15, 2019	4397	8,695,322.24	
June 16-30, 2018	4333	8,145,654.06		June 16-30, 2019	4395	8,684,714.26	
July 1-15, 2018	4329	8,228,299.63		July 1-15, 2019	4406	8,691,492.42	
July 16-31, 2018	4318	8,159,357.38		July 16-31, 2019	4408	8,694,912.51	
August 1-15, 2018	4323	8,227,510.41		August 1-15, 2019	4418	8,832,131.86	
August 16-31, 2018	4325	8,270,414.20		August 16-31, 2019	4402	8,787,872.48	
September 1-15, 2018	4310	8,377,012.96		September 1-15, 2019	4400	8,899,672.52	
September 16-30, 2018	4334	8,429,114.34		September 16-30, 2019	4395	8,916,763.54	
Total Payroll	4331	5197,152,187.27		Total Payroll	4371	5210,088,679.39	
Semi-weekly average		58,214,674.47		Semi-weekly average		58,753,694.97	

FISCAL YEAR 2019 SEPARATIONS AND APPOINTMENTS BY CATEGORY

		SEPARATIONS												APPOINTMENTS														
		RESIGNATIONS	DISMISSALS	LAYOFF	LEAVE WITHOUT PAY	SUSPENSION	DEATH	RETIREMENT	TOTAL	REGULAR	PROVISIONAL	TEMPORARY	FORM 8	TOTAL	RESIGNATIONS	DISMISSALS	LAYOFF	LEAVE WITHOUT PAY	SUSPENSION	DEATH	RETIREMENT	TOTAL	REGULAR	PROVISIONAL	TEMPORARY	FORM 8	TOTAL	
October	18	3	0	1	2	0	5	29	44	0	0	0	0	44	18	3	0	1	2	0	5	29	44	0	0	0	0	44
November	19	2	0	1	1	1	4	28	40	0	0	0	0	40	19	2	0	1	1	1	4	28	40	0	0	0	0	40
December	16	1	0	0	3	2	35	57	25	0	0	0	0	25	16	1	0	0	3	2	35	57	25	0	0	0	0	25
January	12	3	0	5	6	0	10	36	34	0	0	0	0	34	12	3	0	5	6	0	10	36	34	0	0	0	0	34
February	10	2	0	0	6	0	14	32	39	0	0	0	0	39	10	2	0	0	6	0	14	32	39	0	0	0	0	39
March	18	2	0	2	3	1	19	45	31	0	0	0	0	31	18	2	0	2	3	1	19	45	31	0	0	0	0	31
April	21	0	0	2	0	1	9	33	38	0	0	0	0	38	21	0	0	2	0	1	9	33	38	0	0	0	0	38
May	19	1	0	5	3	0	9	37	46	0	0	3	0	49	19	1	0	5	3	0	9	37	46	0	3	0	0	49
June	19	1	0	2	4	1	9	36	45	0	0	3	24	51	19	1	0	2	4	1	9	36	45	0	3	24	51	
July	22	1	0	2	10	0	9	44	34	0	0	1	9	44	22	1	0	2	10	0	9	44	34	0	1	9	44	
August	37	1	0	8	2	0	2	50	45	0	0	0	0	45	37	1	0	8	2	0	2	50	45	0	0	0	0	45
September	20	0	0	4	5	0	10	39	24	0	0	0	0	24	20	0	0	4	5	0	10	39	24	0	0	0	0	24
Total	231	17	0	32	45	6	135	466	445	0	0	7	33	464	231	17	0	32	45	6	135	466	445	0	7	33	464	

SEPARATIONS AND APPOINTMENTS

Fiscal Years 2004 -2019

	SEPARATIONS					APPOINTMENTS						
	RESIGNATIONS	DISMISSALS	LAYOFF	LEAVE WITHOUT PAY	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
2018	238	28	0	33	43	13	141	496	440	0	1	441
2019	231	17	0	32	45	6	135	466	445	33	7	464
Total	3028	449	0	821	720	158	1937	7050	5865	434	372	6650

RESEARCH AND DEVELOPMENT

Research Project Activities

Projects Approved for Funding	12
Continuing Research Projects	35

Product Evaluation Board Activities

Number of products submitted for evaluation	100
Number of products approved	93
Number of products currently under evaluation	45
Number of products disapproved (due to failure to meet requirements)	62
Number of products removed from approval lists (due to failure to meet requirements)	12

RIGHT OF WAY BUREAU ACTIVITIES

CATEGORY	SCOPE	EXPENDITURE
	Attorney Fees	\$641,603
	Appraiser Fees	\$431,753
	Staff Appraiser Costs	\$38,947
	Court Costs	\$56,749
Operations	Right of Way Acquisition	\$31,879,492
Relocation	Relocation of individuals, families, businesses, farms, and non-profit organizations	\$1,598,560
	Land Leases	\$188,914
	Oil and Gas Leases	\$16,623
Property Management	Rental Receipts from Acquired Property	\$249,294
	Sale of Uneconomic Remnants, Right of Way, and Access Rights	\$79,089
	Sale of Structures	\$200
	Total Revenue:	\$534,120

ACQUISITIONS

Number of Parcels Acquired	187
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TRANSPORTATION ENFORCEMENT ACTIVITIES

Fuel Excise Tax Enforcement

Tax Assessments	\$879,000.00
Civil Penalties Assessed	11
Fuel Diversions	130
Retail Inspections	369
Tanker Inspections	637
Terminal Inspections	17
Total Fuel Accountability	33,600,000 gallons

Citations issued related to Fuel Excise Tax Enforcement

NO IFTA LICENSE OR DISPLAY	202
NO I.R.P. CAB CARD/NO TEMPORARY TRIP PERMIT	59
SPEED	42
PSC-UCR VIOLATION	36
IMPROPER LANE USAGE	23
MOVE OVER LAW FOR LAW ENFORCEMENT/EMERGENCY VHCLS	16
EXPIRED TAG	14
EXTREME LEFT SIDE	13
FOLLOW TOO CLOSE	10
OPER VEH W/O INSURANCE	10
DRIVE W/SUSPENDED	8
SPEEDING 26 MPH OVER LIMIT	7
SPILLING LOAD ON ROAD	7
DISPLAY OF INVALID INSURANCE	6
FAIL TO SIGNAL	6
NO REQUIRED & VALID AL LICENSE PL OR IRP REG	6
NO TAG REGISTRATION IN VEHICLE	6
TEXTING WHILE DRIVING	5
IMPROPER TAG	4
NO/PLAINLY VISIB TAG	4
PSC-NO MED CARD	4
FAILURE/REFUSAL TO DISPLAY INSURANCE	3
LANE CHANGE W/O PROPER SIGNAL	3
NO CD LICENSE	3
DRIVERS LICENSE NOT IN POSSESS	2
DUI - CONTROLLED SUBSTANCE	2
EXPIRATION TEMP TAG	2
FAILURE REGISTER VEHICLE	2
IMP TAIL LIGHTS-TRAILER	2
NO DRIVERS LICENSE	2
OWNER ALLOW OPER VEH W/O INSURANCE	2

TRANSPORTATION ENFORCEMENT ACTIVITIES (CONTINUED)

RECKLESS DRIVING	2
RUN RED LIGHT	2
SPEED - 25 MPH+ - NO WORKERS - CONST	2
DRIVING WHILE REVOKED	1
FAIL TO YIELD EMER VEHICLE	1
IMPROPER PASSING	1
INOPERABLE BRAKE LIGHTS	1
MOTOR FUEL TRANSPORT - CARRY SHIPPING DOC	1
MOTOR FUEL TRANSPORT - MARKING	1
NO TAG - UTILITY TRAILER	1
NO-PASSING ZONES	1
Operation of Vehicles - Reckless Driving	1
OVERWEIGHT TRUCK	1
SPEED ABOVE 70MPH, INTERSTATE HWY	1
TINTED WINDOWS WINDSHIELD	1
VIOL OVERSIZED LOAD PERMIT	1
VIOLATION OF APSC PERMIT	1

Criminal Investigations

Recovered Stolen Property	\$218,182.51
Theft of Property	16
Average value of property stolen	\$13,636.40
Criminal Mischief	4
Criminal Mischief damage value.	\$ 4,117.00
Personnel Cases	19

Criminal Arrest

DUI	2
Theft of Property	4
Receiving Stolen Property	2
Failure to Appear	14
Possession of Controlled Substance	4
Possession of Drug Paraphernalia	2

Search Warrants

ICAC Search Warrant Assists	10
Other Search Warrant Assists	6
Forensic Phone Extractions	7

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, Coffeerville, 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 Robertsedale 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, Tusculumbia, 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 74 (US 278) 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 Lacey's 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 Columbia
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

103. 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 Taits 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 Tusculumbia 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, Homewood to end at Birmingham city limits approximately 300 feet west of junction of Wildwood Circle.
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 Lubdub 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, Loffin, 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 to end at the Junction with Alabama 161 in Orange Beach.
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. Number not used - Route eliminated 12/19/18
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. From a junction with Alabama 189 in Elba northwesterly and easterly to end at the junction with Alabama 125 in Elba
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 Tusculumbia 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, Birminghamport, 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. Number not used-Route eliminated 11/1/2019
- 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