

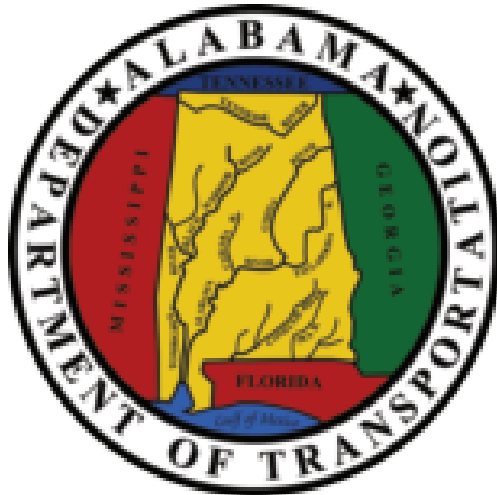
ALDOT 109TH ANNUAL REPORT FISCAL YEAR 2020

**ALDOT**  
1409 COLISEUM BLVD.  
MONTGOMERY, AL 36110

**ALDOT**  
2020 ANNUAL  
REPORT



# ONE HUNDRED NINTH ANNUAL REPORT



**FISCAL YEAR 2020**  
OCTOBER 1, 2019- SEPTEMBER 30, 2020

## **MISSION STATEMENT**

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

## **Code of Alabama 23-1-35**

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

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Kay Ivey  
Governor

## ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard  
Montgomery, Alabama 36110

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



John R. Cooper  
Transportation Director

March 31, 2021

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 109<sup>th</sup> 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, 2020**

**Transportation Director**

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

**Chief Engineer**

Office of Engineering Services

**Policy and Planning**

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

**Pre-Construction**

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

**Operations**

Construction Bureau  
Equipment Bureau  
Maintenance Bureau  
Materials and Test Bureau

**Region**

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

**Administration**

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

**Fleet Management**

**John Cooper**

Kelly Brendle  
Bill Patty  
Ellen Leonard  
Lynn Childs

**Ed Austin**

Brian Davis

**Vacant**

Brad Lindsey  
Clay McBrien  
Michael Stokes  
Michelle Owens

**William Adams**

Tim Colquett  
Steve Walker  
Terry McDuffie  
Philip Shamburger

**George Conner**

Jeff Benefield  
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  
Bridget Jones  
Steve Dukes

**Willie Bradley**

## A YEAR IN REVIEW

The 2020 fiscal year will likely be remembered more for the impact of the COVID-19 coronavirus pandemic than anything else, but it was still a significant year for the Alabama Department of Transportation.

The coronavirus pandemic required a new type of emergency response for ALDOT that was different from responding to hurricanes or winter weather storms. ALDOT leaders at the Central Office and managers from across the Bureaus and Regions spent much of March and April 2020 developing plans for how to cope with COVID-19 in the workforce while maintaining essential services, including the process of making sure rest areas and welcome centers remained open for the traveling public. Protocols were developed for increased cleaning and the use of personal protective equipment, and for managing COVID-19 exposures and active cases in the workforce. COVID-19 gave ALDOT its first experience with employees working from home and flexible work schedules, widespread use of innovative technologies for virtual meetings and project coordination, and new ways of conducting the public involvement process.

By May, ALDOT had adopted a philosophy of operating at full capacity and providing essential services in the face of a “new normal,” complete with a guidance document to help bureaus and regions adapt and function in a new and evolving environment. In addition to the “new normal” guidelines, ALDOT ramped up an unprecedented employee communications effort aimed at providing weekly information about COVID-19 and how ALDOT was responding, safety precautions and ways to slow the spread of the virus.



**ALDOT** BE A TEAM PLAYER.  
Alabama Department of Transportation Stop the Spread with These 4 Simple Moves.

### Rebuild Alabama Act

Alabama entered the second year of implementation of the Rebuild Alabama Act in FY 2020. The second step of phasing in Alabama’s new 10-cent per gallon excise tax on gasoline and diesel became effective on Oct. 1, 2020, the first day of the fiscal year, adding 2 cents to the initial 6-cent levy from 2019. The first step of the phased increase took place on Sept. 1, 2019. The three-year phase-in process ends Oct. 1, 2021, with the addition of the final 2 cents. This is the first adjustment of Alabama’s primary mechanism for state funding of transportation infrastructure improvements since 1992.

With two-thirds of new revenue dedicated to ALDOT, and the remainder split between Alabama’s counties and cities, ALDOT’s estimated first-year share produced enough revenue to fulfill the Rebuild Alabama Act’s two statutory grant programs: the Alabama Transportation Rehabilitation and Improvement Program-II and the Annual Grant



Program, plus funding for five projects announced in Spring 2019 by Governor Kay Ivey.

For FY 2020, ALDOT awarded \$30.13 million in state funds under the ATRIP-II program combined with \$9.52 million in local matching funds for a total of \$39.65 million for 28 local projects. For the Annual Grant Program, ALDOT awarded \$10.04 million in state funds combined with \$4.12 million in local matching funds for a total of \$14.16 million for 43 local projects.

Under the Rebuild Alabama Act, ALDOT's share of new funding is going primarily to economic development road projects with priority to economically underserved areas and to congestion relief projects. First year projects included:

- Additional lanes on US-82 to complete the four-laning of the US-82 Bypass in Prattville, Autauga County;
- Right of way acquisition and planning for the expansion of McFarland Boulevard in Tuscaloosa, with construction to follow;
- Additional lanes on US-411 from Centre, Cherokee County, to I-59 in Gadsden;
- Resurfacing and additional lanes on I-565 in Limestone and Madison counties; and
- Expansion of the Exit 347/Tanner interchange at I-65 and widening along Browns Ferry Road in Limestone County.

Planning was completed for all these projects in FY 2020, with construction underway on most of them before Sept. 30, 2020. All of them are anticipated to be under construction inside of the first half of FY 2021.

### **I-59/20 Project in Birmingham Opens to Traffic**

The new I-59/20 bridges opened to traffic on Jan. 17, 2020, with a dedication ceremony headlined by Governor Kay Ivey along with state and local officials. Residents, business leaders and the news media were among the first to see and drive on the new bridges following a ribbon cutting.

The completion of the new bridges through the Birmingham's Central Business District marked the end of the third and final phase of the \$725 million mega-project through downtown Birmingham. The new bridges were completed two months ahead of the deadline.

### **231 Slide Fix**

In February of 2020, the Department of Transportation closed a portion of the north and southbound lanes on US-231 near Lacey's Spring, AL. Due to record rainfall, a large landslide and substantial cracks formed in the road which made it unsafe for traffic to utilize the roadway. Governor Kay Ivey declared a State of Emergency that helped fix the issue as soon as possible.

To fix US-231 permanently, the Alabama Department of Transportation built twin bridges of more than 1,000 feet each to carry traffic safely over the landslide on Brindlee Mountain. Both roadways of US-231 between Lacey's Spring and Morgan City were open more than two months ahead of schedule.

## Alabama's First Diverging Diamond Interchange

In the Summer of 2020 ALDOT Southwest Region completed Alabama's first Diverging Diamond Interchange at SR-181/I-10 in Baldwin County.

This interchange sits just south of a popular shopping center and neighbors many eateries, businesses, schools, and commercial developments. More than 47,000 vehicles travel the interchange daily which is comprised of local commuter traffic as well as year-round tourist traffic. The Diverging Diamond design will increase the safety and efficiency of the interchange by eliminating left-hand turns against free-flowing traffic, reducing the number of signal phases, and by reducing the number of conflict points by over half.

Constructing the interchange came with the challenges of working under live traffic, as well as a few weather and utility delays. Despite the challenges, the project was completed, and the interchange officially opened under new configuration on July,1 2020.



## UAS Program Taking ALDOT to New Heights

A growing number of state departments of transportation are leveraging innovative drone technology to creatively improve safety, reduce traffic congestion and save money. ALDOT is helping lead the way in this new arena, thanks to its Unmanned Aerial Systems (UAS) Program.

The UAS Section is responsible for all UAS Flight Operations for ALDOT throughout the State. Current and future applications of this exciting technology include photography, earthwork volume assessment, construction site progress monitoring, emergency disaster situations, vegetation awareness/eradication, bridge and structure inspections. ALDOT also uses drones for traffic pattern analysis to improve roadway safety, monitor rockslide threats, artificial intelligence (AI) to locate and quantify roadway assets and mobile data integration with GIS.

The UAS team has flown well over 1000 missions and filmed almost 300 miles of video. They have proven to be an asset on numerous projects throughout the state, by providing safe, cost effective, and accurate deliverables that can help avoid unnecessary project delays.

While the UAS Program is still in its infancy, emerging technologies will continue to increase its importance to ALDOT's processes and mission. For this group, the sky is the limit.

## Personnel Changes

FY 2020 continued to see changes in ALDOT's workforce. Chief Engineer Don Arkle announced his retirement effective October 1, 2020. Transportation Director John Cooper announced the selection of Ed Austin as new Chief Engineer effective October 1, 2020. Austin previously served as Assistant Chief Engineer of Policy and Planning.

Matt Leverette was appointed as State Construction Engineer over the Construction Bureau effective October 1, 2020, replacing Skip Powe who retired on October 1, 2020. Leverette previously served as Assistant Region Engineer in the Southeast Region.

Brad Lindsey was appointed Bureau Chief of Local Transportation effective September 16, 2020. Lindsey, a long-time Assistant Bureau Chief in Local Transportation, replaced Ed Phillips upon his retirement as Bureau Chief.

## Drive Safe Alabama Update

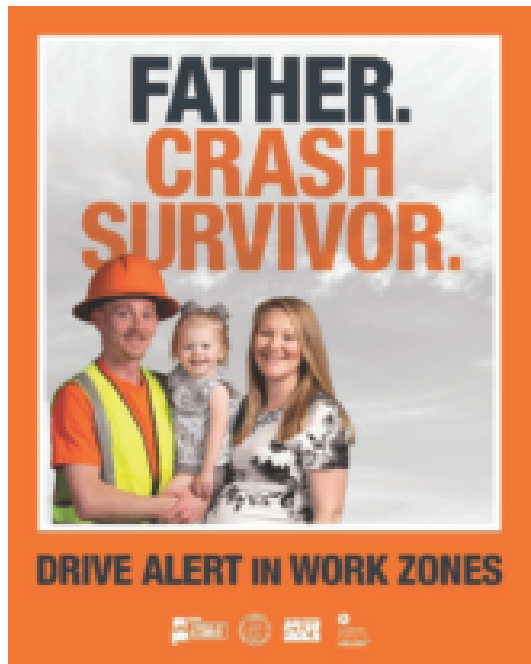
ALDOT continued its focus on highway safety marketing through its Drive Safe Alabama program. Work zone safety was a major focus in FY 2020, with ALDOT using one of its own to help drive home why safe driving is so important, especially in work zones.

Engineering assistant Charlie Posey was working with a statewide survey crew near his Montgomery home base on Oct. 31, 2017, when an impaired driver hit and injured him. Posey and his wife, Brittney, and daughter, Isabella, joined the Drive Safe Alabama traffic safety program in FY 2020 for National Work Zone Awareness Week to compel drivers to drive alertly in work zones. As the central figures on a billboard that appeared around the state and on posters distributed to ALDOT offices and rest areas, Charlie and his family brought the need for work zone safety to life.

Hundreds of thousands of people across Alabama saw the work zone safety campaign message titled "Father. Crash Survivor. Drive Alert in Work Zones."

The work zone crash that injured Charlie also injured survey crew co-worker Chris Andress and killed co-worker Leo Fournier. The driver who hit them pled guilty to assault and reckless manslaughter and was sentenced to serve 20 years in prison.

The Drive Safe Alabama program also continued its emphasis on obeying speed limits, never driving while impaired, avoiding distractions while driving and seat belt use, especially promoting Alabama's requirement for seat belt use in all seats that was implemented by the Legislature in 2019. ALDOT also debuted a new TV spot aimed at raising awareness of Alabama's move over law, especially as it applies to all forms of emergency lights and flashing lights such as those used by highway workers.



## 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, utilities and businesses.



## NORTH REGION

ALDOT North Region in 2020 maintained momentum on major infrastructure improvements across the region despite other challenges that arose, including the COVID-19 pandemic and a massive landslide that shut down US-231 south of Huntsville for much of the year.

In February, a landslide triggered by heavy rains forced total closure of US-231 on Brindlee Mountain in Morgan County. Gov. Kay Ivey proclaimed a state of emergency following the flooding, and ALDOT used all means available under it, including expedited bidding and contract award. ALDOT produced the bridge design on a reduced timeline, advanced one phase of work simultaneous with preparation for the next phase, ordered \$4.2 million in custom-fabricated materials in advance to reduce procurement time, and provided nearly \$5 million in incentives for early completion. In May, Reed Contracting of Huntsville completed first phase of repair — excavation of about 200,000 cubic yards of dirt and debris. Under a \$14.6 million contract, Brasfield & Gorrie of Birmingham on June 1 began work on the second phase — construction of two bridges on drilled shafts safely spanning the area. Worked continued around the clock until the bridges were complete and the highway reopened in late September, more than two months ahead of the calendar deadline and just 7½ months after the closure.

Major construction projects that began included three state-funded Rebuild Alabama projects. For the \$14.3 million project to resurface and add lanes on I-565 from I-65 to County Line Road in Limestone County, widening was completed with resurfacing to follow in 2021.

Work began in November on the \$34.3 million relocation and expansion of the last segment of US-411, which will complete the four-lane corridor between Gadsden and Centre, providing Cherokee County with its first four-lane access to an interstate.

The third Rebuild Alabama project, four-laning SR-304 (Huntsville Brownsferry Road), was divided into two phases, with construction of the first phase beginning in late 2020/early 2021. It includes widening of the overpass at the Tanner interchange at I-65 Exit 347. A second phase that will bring the widening to an estimated total of about \$27 million, is anticipated to be let in 2021. The project will add lanes to SR-304 from US-31 to I-65, in anticipation of traffic drawn by a rapidly developing industrial area in eastern Limestone County that includes the Mazda-Toyota Joint Manufacturing Facility.

Another project improving access to the same area — the \$10.3 million construction of interchange modifications at I-565 Exit 3 (Greenbrier Road) — was completed in 2020. The projects dovetail with the city's ongoing construction of a Greenbrier Parkway between Greenbrier Road and Huntsville Browns Ferry Road, as well as improvements to Old Alabama 20.

Two projects to construct additional lanes on more than five miles of US-43 in Lauderdale County from the junction of AL-64 to the Tennessee state line were completed in 2020. The projects, with a combined cost of more than \$25 million, completed the four-lane from Killen to Tennessee.

In Cullman County, a major project funded by a federal Better Utilizing Investment to Leverage Development (BUILD) grant broke ground in October 2020. The \$12.8 million project will add lanes to nearly four miles of AL-157 between US-31 and Alabama 69 in Cullman. Bridges for the future northbound roadway from Alabama 69 to US-31 were constructed from November 2011 to July 2013 at cost of about \$6 million.

The City of Florence in Lauderdale County was also selected to receive a BUILD

grant. Design for the addition of two lanes to 1.5 miles of Florence Boulevard/US-72 got underway following environmental and public involvement processes.

Planning and construction were ongoing for several projects in ALDOT's \$250 million funding agreement with the City of Huntsville. A city-led project to add lanes and divided median barrier on SR-255 (Research Park Boulevard) between US-72 (University Drive) and Old Madison Pike continued, with most of the work on SR-255 completed. 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, was completed in August.

ALDOT and the city also acquired right-of-way for the estimated \$56 million total Northern Bypass frontage roads from Pulaski Pike to US-231 (North Memorial Parkway). In advance of the estimated \$42.6 million extension of the US-231 (North Memorial Parkway) expressway to include an overpass at Mastin Lake Road, clearing and structure removal were completed and utility relocation began. Planning continued for the widening of US-72 West from Providence Main in Huntsville into the City of Madison.

Completed bridge replacements in the region included the \$6.7 million bridge on US-278 eastbound at Brindley Creek in Cullman County, the \$7.3 million bridge on Alabama 9 at Terrapin Creek in Cherokee County, and the \$5.7 million bridge on SR-117 over the West Fork of Little River at Mentone. Also completed were the \$2.2 million emergency replacement of a county bridge on Old Highway 20 at Limestone Creek, with which ALDOT assisted the county, and the \$3 million removal of a bridge over an abandoned railroad on SR-68 in Cherokee County.

Bridge projects that began in 2020 included the nearly \$5 million replacement of the US-43/US-72 bridges over Ashe Boulevard in Sheffield in Colbert County, the \$3 million replacement of the U.S. 31 southbound bridge at Cedar Creek in Falkville in Morgan County, and the \$2.5 million replacement of the US-11 bridge at Dry Creek in DeKalb County.

In early 2020, the North Region dealt with various maintenance challenges due to intense, prolonged rainfall. Multiple slides occurred, including the slide on US-231. Flooding also caused the closure of part of SR-101 in the Lennon Hill community of Lawrence County. Water covered a low-lying area through which the highway runs. Similar flooding had occurred in February 2019, though it had not happened for decades prior to that. ALDOT again had to pump water from the area, significantly reducing what would have been a months-long closure that left some residents stranded. Later in 2020, ALDOT raised the profile of the road during a resurfacing project to reduce the impact of future flooding.

## **WEST CENTRAL REGION**

The West Central Region continued to work on major projects to improve safety, mobility and commerce during fiscal year 2020.

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 2018, allows 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. All lanes opened in July 2020.

The additional lanes and bridge replacement project on I-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 the interstate. The project, began in January 2018, is expected to finish by late summer 2021.

The road extension project over US-11 and Norfolk Southern Railroad near M-Class Boulevard is expected to finish in late 2020. This project will allow emergency vehicles and the traveling public to cross US-11 without being hindered by trains.

Highway 69 in Hale County had an 8-mile resurfacing project that began in late spring 2020 and finished during the fall.

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. The grade, drain and bridge portion is expected to be completed in late 2021. The base and pave bid process will follow afterward.

Pickens County completed a resurfacing project on Highway 17 from the junction of 8th Avenue in Reform to the junction of Beaver Creek Road. Also, Highway 86 was resurfaced from the junction of Glen Echo Road to the junction of US-82.

Highway 17 in Lamar County featured several upgrades, as three resurfacing projects spanned a combined 18 miles.

In Marion County, ALDOT continued to upgrade I-22 with a 5.6-mile resurfacing project from near Exit 16 to near Exit 22. The job also contained guardrail safety improvements. Marion County began a resurfacing project on the interstate from near Exit 34 to the Walker County line.

In Walker County, ALDOT finished a safety widening and resurfacing project on Highway 102 from the Fayette County line to the junction of Highway 124. Walker County also continued work on a 7.5-mile resurfacing project on I-22 near the Jefferson County line.

In Fayette County, ALDOT completed a pair of resurfacing projects on Highway 18. A 4.1-mile stretch from west of the junction at CR-21 to east of the intersection of Highway 171 was resurfaced, while a 1.1-mile project was completed from the junction of Highway 107 to the junction of CR-21. Fayette County also finished a 5.5-mile resurfacing project on Highway 171 from the junction of Highway 102 to the junction of Stough Road.

In Bibb County, ALDOT featured a bridge replacement project on US-82 over Sandy Creek. The project began in the summer of 2020 and is expected to finish in spring of 2021.

In Chilton County, ALDOT completed a bridge replacement project over Waxahatchee Creek on Highway 145. A bridge raising project also began on I-65 at Highway 145, CR-59 and CR-43.

In Greene County, ALDOT finished a resurfacing a guardrail reset on US-43 from the Marengo County line to the junction of CR-42.

## **EAST CENTRAL REGION**

Phase III of the largest highway construction project in Alabama to date, Birmingham's I-59/20 Central Business District (CBD) bridge project, reached its pinnacle moment this year with the re-opening of the (CBD) bridges on January 17, 2020.

### **About the Project**

The I-59/20 CBD Project was a necessary investment in the Alabama infrastructure, as the original bridges had nearly doubled their original traffic capacity. 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, nearly 60 years later, daily traffic exceeds 165,000 vehicles per day, and is expected to increase to 225,000 vehicles per day by 2035, making the original design functionally obsolete.

### **One Project, Four Phases**

There were three phases that had to be completed in advance of the current and final phase. Phase A consisted of replacing the bridges at 31st and 12th Avenues. Phase I involved widening bridges on 2nd, 3rd, and 4th Avenues and I-65. Phase II included reconstruction of the interchange at I-59/20 and I-65. Phase III 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.

### **The Construction Process**

In order to minimize downtime in one of the busiest sections of Alabama's Interstate, the new bridges were erected through segmental construction. The bridge's 2,316 segments and 153 columns were pre-cast off-site at a nearby casting yard. The contractor worked on multiple sections simultaneously to allow for continuous progression. Segments of the bridges were installed at a rate of approximately 400 per month to allow for completion on-time and in-budget.

### **Communication Efforts & Community Outreach**

Due to the volume of motorists impacted by this project, an ongoing comprehensive public awareness campaign was implemented to keep motorists informed throughout the duration of the project. Efforts included a project-specific website with daily updates, including closure announcements and detour routes; 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 daily/weekly media advisories were used to keep the press informed of short- and long-term closures and construction activities. Strategic partnerships with the City of Birmingham, Jefferson County EMA, the Birmingham-Jefferson Civic Center, the Alabama Trucking Association and the American Trucking Association have served to significantly broaden the communication reach. ALDOT representatives attended monthly neighborhood association meetings to keep citizens informed and to address community concerns.

### **Project Completion**

By the time of this publication, the I-59/20 Bridge CBD Project will be completed in its entirety.

### **Elsewhere in East Central Region**

There are many other projects that have been recently completed or are under construction. These projects include the following: the resurfacing of I-459 from I-59 at McCalla to SR 150 near the Galleria, I-59 north of Trussville, I-20 east of Leeds, the four laning of I-65 in Alabaster, I-20 in Talladega County and the CityWalk Bham Project is scheduled to be Let by early 2021. Also, we completed a maintenance project on the bridges at I-459 near Liberty Park and there were two Roundabout projects, one in Blount County at the AL 160 & AL 79 Intersection and one in St. Clair County at the US 231 & US 411 Intersection. The bridge projects that were started or completed last year were US 280 in Childersburg, SR 150 in Hoover, US 11 near Ashville and 231 south of Pell City.



## **SOUTHEAST REGION**

During the 2020 fiscal year the Southeast Region was able to increase safety and efficiency throughout the region with safety projects and capacity projects.

The second phase of the Ross Clark Circle expansion project began in Spring 2020. The first phase of the project, completed in 2020, added lanes from south of Bauman Drive to south of US-84. The second phase begins where the first phase ended and consists of adding lanes from south of US-84 to south of Meadowbrooke Drive, installing a triple left turn from Ross Clark Circle onto US-84 West, and constructing additional lanes on US-84 from Bel Aire Drive to North Englewood Avenue. The second phase will be complete June 2022. The third phase of the expansion is scheduled to take bids at the end of 2021. The additional lanes will move traffic through the corridor more efficiently.

In Summer 2020, a highly anticipated intersection improvement project was awarded. The project consists of installing a roundabout at the intersection of SR-147 (North College Street) and CR-72 (Farmville Road) in Auburn. The purpose of the project is to move traffic through the busy intersection more efficiently and safely. The roundabout is being built to accommodate current and future traffic levels, as well as Auburn gameday traffic. The project will be completed the Summer of 2021.

To address a morning backup of travelers getting onto I-85 South into downtown Montgomery, an access management project on Taylor Road began. The project included channelization on Taylor Road and upgraded signals at the intersection of Taylor Road and I-85. A dedicated U-Turn was also redesigned and signalized to allow more motorists an opportunity to enter I-85 South from another direction. Since the changes have been made a decrease in the back up has been seen.

A locally anticipated pedestrian improvement project on South Boulevard from the I-65 North ramps to Davenport Drive in Montgomery was completed.

The new 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 are providing safety for pedestrians and motorists while maintaining access to all available businesses.

The Southeast Region continued to maintain current infrastructure by resurfacing approximately 434 miles and completing bridge replacement projects during the 2020 fiscal year.

In August 2020 a project in Elmore County to replace bridges and add additional lanes on SR-14 was completed. Along with the bridge replacement and widening, the project also realigned the intersection of SR-14 and SR-143. This project was a continued effort to four lane the corridor from Millbrook to Wetumpka.

Other bridge replacement projects completed in 2020 include the Yellow River Bridge on SR-55 in Covington County, the Pea River Bridge on SR-167 in Coffee County, and the Pine Creek bridge culvert replacement on US-82 in Autauga County.

## **SOUTHWEST REGION**

Despite the unknowns, challenges and changes the COVID-19 pandemic and active hurricane season brought to 2020, the Southwest Region was still able to achieve many accomplishments that will largely improve the safety and capacity of several major corridors.

On July 1, ALDOT opened Alabama's first Diverging Diamond Interchange to the public.

The project began in March 2019 and was designed to improve the safety and efficiency of the I-10 and SR-181 interchange in Baldwin County by reducing the number of traffic signal phases and conflict points and eliminates left-hand turns against free-flowing traffic unlike the previous traditional diamond interchange. Prior to the reconfiguration of the interchange, the Region performed a public information campaign in order to educate locals about the benefits of the design as well as how to navigate it. A project Facebook page was created which gained over two thousand followers and proved to be essential in informing locals of the project progress to tens of thousands of local citizens that otherwise wouldn't have been informed to such project updates. ALDOT partnered with the cities of Spanish Fort and Daphne as well as with local law enforcement to perform a successful seven-and-a-half-hour interchange closure in order to complete the reconfiguration.

As a part of the Safe 98 extension project, crews completed the construction of the bridge over Seabury Creek, Rogers Rd., and McCrary Rd., and have since begun constructing the Lott Rd overpass and jug handle. Crews are nearly halfway done constructing the SR-158 extension from east of Glenwood Rd. to west of Lott Rd. and the department will take bids for the construction of the Wilmer-Georgetown Road Interchange in February 2021. ALDOT is scheduled to take bids for the Glenwood Road Overpass in November 2021. The last project to complete the two-lane connection from the Mississippi line to Schillinger Road is anticipated to let to construction in 2022, depending on funding availability.

Crews have nearly brought the US-31 widening project to fruition. After the widening of the northbound side, crews began performing widening and drainage operations on the southbound side of US 31 as well as installing curb and gutter. The Region anticipates putting traffic in all four travel lanes by early 2021 which will bring some much-needed relief to this route that is skirted by growing residencies and businesses. The project is currently anticipated to be completed with the final wearing surface and permanent stripe and markings placed by Spring 2021.

Turning to south Baldwin County, the project to widen Canal Rd between the Foley Beach Express and SR-161 in Orange Beach is nearly complete. Crews have widened the road to five lanes, which includes a designated two-way center turn lane. Traffic now utilizes all four lanes as crews continue efforts to widen the shoulders and the Region anticipates the project to be complete by February 2021. Crews implemented short lane closures during widening, paving, and drainage installation operations in order to minimize impacts to traffic and keep both directions open for travel. This has helped greatly with traffic woes during the summer, where traffic would often backup for miles.

During the Fall, the region was struck by two hurricanes roughly a month apart. Hurricane Sally impacted the Mobile Area of the region while Hurricane Zeta mainly impacted the Grove Hill Area. ALDOT contractors CrowderGulf and DRC Emergency Services have since removed nearly 800,000 cubic yards of debris since the writing of this report. Debris removal operations are expected to wrap up by the end of 2020 in the Mobile Area and early 2021 in the Grove Hill Area.

The Southwest Region accomplished \$54.9 million dollars' worth of resurfacing work this fiscal year, with \$11,108,265.80 of that sum contracted to I-10 and I-65. The Southwest Region anticipates contracting roughly \$49 million dollars' worth of resurfacing work in FY 2021, with two interstate and nine non-interstate projects already scheduled.

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## **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 up to 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 regions.

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.

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.

## **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.

The Aeronautics Bureau 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 2020 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 \$1,814,616.40 for the year. Adjustments, administrative expenses, and refunds to fuel suppliers and commercial air carriers totaled \$191,972.64 resulting in a net disbursement of \$1,622,643.76 to the Aeronautics Bureau. The total fuel tax collected for 2020 decreased by \$682,719.05 because of the significant impact the COVID-19 pandemic had on the aviation industry due to travel restrictions.

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 St. Elmo Airport located in south Mobile County. In May 2020, ALDOT entered into an agreement with the Mobile Airport Authority to operate and maintain the St. Elmo Airport. 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 2020, the SMFF had a principal balance of \$6,729,730.30 invested in various interest yielding instruments. Interest earned this fiscal year amounted to \$113,164.80. 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 2020, ALDOT approved grants to eight different airports from the Airport Development Fund. Awarded grants amounting to \$246,547 were for matching multi-year federal grants for airport capital improvement projects and supplemental discretionary grants for airports through the FAA Airport Improvement Program (AIP). The remaining grants issued by the FAA under the current federal AIP were funded at 100% of the total project cost.

During the 2020 fiscal year, the FAA issued a total of \$143,261,285 million in grants to airports within the state of Alabama. These grants consisted of \$63,958,828 in AIP funds, \$18,511,734 in supplemental discretionary funds and \$60,790,723 in the Coronavirus Aid, Relief, and Economic Security (CARES) Act funds.

The CARES Act provided economic relief to airports affected by the COVID-19 pandemic. These funds were used by Alabama airports to support continuing operations and replace lost revenue resulting from the sharp decline in passenger traffic and other airport business. Airport capital expenditures, airport operating expenses including payroll and utilities, and airport debt payments were eligible for CARES Act funding.

The CARES Act also increased the federal share to 100 percent for AIP and supplemental discretionary grants already planned for fiscal year 2020. Under normal circumstances, AIP grant recipients contribute a matching percentage of the project costs. Providing this additional funding and eliminating the state and local share ensured critical safety and capacity projects continued as planned regardless of airport sponsors' current financial circumstances.

Inspecting and licensing the State's public and private use airports and heliports is the second major function of the bureau. Except for personal use facilities and landing areas owned or controlled by the federal government, 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 landing areas to assure compliance with the minimum requirements of the Alabama Department of Transportation.

## **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 23 bridges were let to contract at a total cost of \$57,608,608.00. This represents a total of 449,138 square feet of bridge at an average cost of \$128.26 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 12 lettings with 260 contracts awarded totaling \$613,594,812.60.

## **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) operational units:

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

### **Internal Programs**

The Internal Programs Unit consists of three programs: Internal EEO/monitoring activities, 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: first, the youth transportation segment of the program is designed to expose high school students to career opportunities that exist in the transportation industries. Secondly, 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 was conducted at Alabama State University and the University of West Alabama during FY 2019-20

### **External Programs**

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

ALDOT submits to FHWA an annual On-the-Job Report which 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 are 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.

During the calendar FY 2020, ALDOT, contracted with the University of Alabama – Huntsville, to provide training in Highway construction, “The Heavy Highway Construction

Training Program". The program was designed to provide training to nine (9) trainees. However, due to implications of the COVID-19 virus, two (2) trainees completed the program.

FHWA Title VI Program is designed to implement Title VI of the 1964 Civil Rights Act amended, that prohibit discrimination, in the awarding and utilization of federal aid funds. The Tile VI Program provided technical assistance to MPO's and LPA's in the implementations of program requirements. The Program provides direct and indirect training to ALDOT personnel and recipients of federal aid funds.

## **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, 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, and Programming Support, along with an independent Information Security section.

Among the advancements in cybersecurity was the completion of the Security Operations Center (SOC), created to provide a centralized monitoring interface, featuring multiple dashboards and feeds designed to rapidly detect anomalies and commence appropriate incident response. To satisfy our strategic plan, most video security servers were upgraded with new cameras and uninterrupted power supply (UPS) backup. Also, our door security management platform was upgraded statewide to the latest version.

ALDOT Computer Services developers created a new public-facing application to facilitate incident management training for ALDOT, law enforcement, firefighters, EMTs, and towing professionals who risk their lives responding to highway incidents. This new application, Alabama TIM Training, allows trainers to setup and monitor training sessions, produce local and federal reports, and allows first responders to register online for training sessions nearest to them. GIS developers worked closely with multiple bureau and regional GIS personnel to raise awareness of enterprise GIS capabilities amongst the potential users within ALDOT. This resulted in the implementation of multiple field data collection efforts being utilized across ALDOT and a massive growth in the GIS user base which increased from just over 150 users to 525 users in ArcGIS Online alone. Multiple solutions were deployed that allow ALDOT GIS data to be synchronized with external entities which helps ensure that data received from these entities works seamlessly with ALDOT's Linear Referencing System (LRS), while reinforcing the idea that ALDOT is the authoritative source for Alabama's State Route Network. Much work and coordination were done with the region and bureau offices throughout the year to redesign and develop a more modern internet portal for ALDOT, which is set to be released Winter quarter of 2020-21. ALDOT's development staff made several changes to accommodate COVID-19 activities such as allowing for differential pay for employees on the COVID-19 front lines and accounting for the Families First Coronavirus Response Act requirements, along with creating a system to track employee projects to assist in managing employees as they teleworked. Much more functionality was added to the Construction and Materials Management System (CAMMS), such as the ability to upload videos, pictures,

and documents relating to a particular site, and automating the sample shipping and receiving process, along with providing an electronic submittal process to be used by vendors for several workflows. Several applications were upgraded to more modern environments for easier maintenance and to alleviate security concerns. Additionally, many databases were upgraded to more recent versions and were converted from Oracle to SQLServer.

In the wake of the COVID-19 outbreak, a major portion of ALDOT's workforce suddenly required the ability to work remotely. To assist teleworking employees with accomplishing daily tasks, the Technical Support team imaged and deployed numerous laptops. The Network Services team streamlined the VPN onboarding process and accommodated approximately eight hundred users by providing 24/7 VPN-related support. ALDOT's enterprise grade firewalls, web application gateways, network authentication appliances, and edge intrusion detection devices were clustered and became part of a multisite network security and high availability solution, so that failover automatically occurs in the event of an outage. Network Services introduced Microsoft Teams which helped accommodate virtual collaborations and teleworking during the COVID-19 pandemic. A Proofpoint TRAP appliance was deployed, which automatically removes previously allowed malicious messages from all user mailboxes. Additionally, the Report Threat button was rolled out to all users, which allows for a quick and easy method of reporting malicious messages.

Regarding infrastructure, all remaining Windows 7 workstations were migrated to Windows 10. Many domain controllers throughout the state were upgraded to newer versions. New group policies were written, giving us more flexibility in how we manage our policies for individual organizational units (OUs).

In the area of Data Storage and Recovery, the new Kershaw datacenter site was prepared by setting up and testing the new Leaf and Spine network, along with replacing the current Avamar backup nodes with a new Avamar-Data Domain solution. Several mainframe software products were eliminated and replaced, reducing mainframe costs by over \$750,000/year. VMWare VSphere infrastructure was upgraded and more robust and modern storage for the VMWare environment was installed. A new version of the Trouble Tracking System (FootPrints) was installed, tested, and implemented.

Telecommunications implemented Cisco WebEx statewide to facilitate remote meetings precipitated by COVID-19 restrictions. All voice over IP (VoIP) servers were upgraded, including the ShoreTel and Mitel equipment software. Finally, all iPhones were upgraded to be compliant with the mobile device management (MDM) software.

## **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 Section 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.

The Bureau continues to assist the Areas with emphasis on worker safety by providing resources such as safety toolbox talk topics, ARTBA's Roadway Safety Plus training materials, and opportunities to network with safety professionals in the construction industry.

The Bureau administers ALDOT's DBE Program through the oversight of any DBE-related issues arising from the time of the project letting through the final acceptance of the project. The Bureau is also home to a Disadvantage Business Enterprises (DBE) Section with responsibilities that include DBE Certification, DBE Supportive Service, and the Small Business Element (SBE).

The ALDOT DBE Program has 588 certified firms within its directory. The DBE Section continued their public outreach sessions (virtually due to COVID-19) designed to educate DBEs and improve their bidding opportunities related to major construction projects. The DBEs bidding efforts resulted in an estimated total dollar amount of

\$40,875,233 awarded to DBEs during this reporting period.

On the Supportive Service side, ALDOT utilized contractual agreements with three universities and one private company to provide DBE supportive services throughout the State. Alabama A&M University provided DBE supportive services for north Alabama, EEO Networking Solutions (ENS) provided DBE supportive services for central Alabama and administered the Business Development Program statewide, the University of West Alabama provided DBE supportive services for south Alabama, and The University of Alabama in Huntsville (UAH) administered the Mentor Protégé Program statewide.

The SBE is a race neutral program designated to provide select contracting

opportunities to small businesses on federally funded highway construction projects for qualified firms.

ALDOT's construction program currently has approximately 344 active projects underway at a contract amount of approximately \$2.13 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 Engineering, and Final Design. The Preliminary Engineering Division consists of Location Section, Environmental Technical Section, Stormwater Section, and Environmental Coordination Section. The Final Design Division consists of two Roadway Design Sections and the Design Services Section. Traffic Engineering Division consists of Traffic Design Section, Traffic and Safety Operations Section, and Safety Planning 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 4 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 30 projects, including 10 special projects. Special projects require preliminary alternatives development, traffic analysis, and cost comparison estimations. Location created 1 IJS document and reviewed 4 IMS document. We have 13 active bridge replacement projects and provided FAA clearance for 12 projects. Location reviewed 6 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 127 control points for 21 projects to be collected by our Statewide crews as well as consultants. 477 control panels were established along 64 miles of interstate and state routes for high

precision mobile scanning. Over 62 miles of level lines were run to establish precise elevations on these points.

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 28 requested data sets for photography and parcel data. This section was also responsible for processing 68 aerial LiDAR requests and 23 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 176 users were added this year to bring the total to 1065 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 21 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 2020 fiscal year, ETS prepared and obtained approval for 19 Categorical Exclusions (CE). Because of the Programmatic Categorical Exclusion (PCE) agreement with FHWA, 172 PCE's were completed for routine statewide projects. Currently the ETS is also managing two (2) Environmental Assessments (EA) that are active statewide. In addition, it updated 66 previously approved environmental documents.

To expedite the review of permit applications, the ETS has secured a liaison position at the U.S. Army Corps of Engineers. The use of liaisons at the Corps of Engineers, 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 has implemented Environmental documentation procedures for non-federal aid projects to include the statewide Rebuild Alabama projects. Nine (9) State Environmental documents have been certified by ETS.

### **Stormwater Section**

The Bureau's Stormwater Section consists of three (3) 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 47 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 43 terminations.

As part of the plan development process, the Section reviewed 76 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 2020. 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 2020, ECS oversaw a major revision of the MS4 Stormwater Management Program Plan (SWMPP) that was carried out to accommodate the requirements of a reissued MS4 permit. ECS coordinated extensively with all of the MS4-applicable ALDOT offices throughout the revision of the SWMPP. Moreover, ECS compiled the FY 2019 MS4 annual report during FY 2020 and submitted it to ADEM. ECS performed other activities requiring internal coordination during FY 2020, such as providing orientation regarding environmental matters for some ALDOT offices and initiating investigations of environmental concerns submitted by citizens. ECS interacted with external stakeholders during FY 2020 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 2020 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 Sections**

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 2019/20 fiscal year there were 40 projects in the development process. ten (10) projects were bid for construction totaling \$65 million. The projects include one (1) clearing and grubbing, one (1) intersection improvements, one (1) additional lanes, and seven (7) 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 15 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 one (1) employee.

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 2020, the Section executed 97 consultant contracts totaling \$56.7 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 one (1) employee who provides training and support to employees directly and indirectly involved in the production of roadway plan assemblies. The training provided is classroom based for applicable software, ALDOT design procedures and project assistance training. During the past year, the Group worked on 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 six (6) 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.

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### **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 128 traffic signal material submittals, 32 roadway lighting material submittals and 3 ITS material submittals. The Section reviewed 33 sets of plans containing traffic signal systems, 21 sets of plans containing roadway lighting systems and 10 sets of plans containing ITS devices. Also, the Section designed 17 sets of plans containing traffic signal systems, 11 sets of plans containing roadway lighting systems, 4 sets of plans containing ITS devices, and 21 traffic analysis and 18 modeling studies. Lastly, the Section developed signal timings for 19 signal projects, and built 3 models for the visualization group.

### **Traffic and Safety Operations Section**

The Traffic and Safety Operations Section is composed of three (3) groups with fifteen (15) 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.

<b>Safety Programs</b>	<b>Authorized Projects</b>	<b>Authorized Amount</b>
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	22	\$17,274,000
HRRR	54	\$5,989,000
Section 130 Rail Safety Projects	45	\$2,186,000

### **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 motor vehicle crashes/ 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 including social media.

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.

<b>Safety Programs</b>	<b>Authorized Projects</b>	<b>Authorized Amount</b>
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	\$401385
Integration of Regional Highway Safety Corridors into the Strategic Highway Safety Plan	1	\$350,000
Integration of Specific Targeted Sub-groups 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**

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

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

During fiscal year 2020, in STAARS the Procurement Section received and processed approximately 5,504 DOO's and 1,638 POO's for materials, supplies, equipment and services for ALDOT's operation, representing a spend of approximately \$282.9 million. Additionally, the Procurement Office created 44 new and maintained 150 renewal MAs (ALDOT Agency contracts), 338 RQMs and 286 MAOP1s (ALDOT Open-End MAs to include LDOs) for a total sum of 9,559 STAARS requisitions (including RQN0s & RQS0s/contracts). Also, received and processed 16,853 EP-10 POs in CPMS for materials, supplies, equipment and services for ALDOT's operation, representing a spend of approximately \$62.6 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 \$1,018,823 in fiscal year 2020.

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 \$86,007.43. 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 department's liaison to the 67 counties, 482 incorporated municipalities, 14 Metropolitan Planning Organizations (MPOs), 12 Rural Planning Organizations (RPOs), 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 2020 Local Transportation Bureau administered approximately \$4,200,000 in FHWA funds to assist the 14 MPO's and approximately \$555,000 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 2020 fiscal year, the Local Transportation Bureau Pre-Construction and Design Sections assisted the counties with the widening and/or resurfacing of 205 miles of roads at an approximate cost of \$43,049,548, and the construction of 7 county bridges at an approximate cost of \$7,353,234.

The Local Transportation Bureau Pre-Construction and Design Sections also assisted the local agencies with the widening and/or resurfacing of 38 miles of road at an approximate cost of \$13,206,241 and the construction of 24 bridges at a cost of \$34,755,308 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 and bridges that have suffered serious damage from a natural disaster. During the 2020 fiscal year there were 3 events that qualified for Emergency Relief funding. Those events included 55 sites on the local transportation system at an approximate cost of \$8,110,227.

The Transportation Alternatives Set-Aside Program (TA) provides funding for the planning, design, and construction of alternative forms of non-motorized transportation.

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 2020 HRRR program awarded 21 projects for a total cost of \$4,241,576.

The Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II) is an application-based program that was created in the 2019 Rebuild Alabama Act. The purpose of this program is to rehabilitate and improve transportation infrastructure by funding projects of local interest on the state-maintained highway system. In fiscal year 2020 there were 28 projects selected for funding which totaled \$30,138,954.87.

The Rebuild Alabama Act Annual Grant is an application-based program that provides funding for transportation projects on locally owned roads and bridges. During the 2020 fiscal year, there were 43 projects awarded totaling \$10,038,878.23.

## **Transit**

The Transit Section administers FTA funds to 29 rural, 178 specialized, and 7 small urban transportation programs throughout the State. These funds assist transit providers in the administration, operation, maintenance, and the purchase of capital assets for the services they provide. The Federal Transit Administration (FTA) provides funding for these programs under 49 USC 5307, 49 USC 5310, 49 USC 5311, and 49 USC 5339. All federal funds provided by FTA are administered in accordance with funding eligibility requirements established by the Alabama Department of Transportation (ALDOT). The Transit Section is responsible for assuring that expenditures and services comply with the applicable state and federal requirements.

During the 2020 fiscal year the Transit Section expenditures included: \$2,512,067 in FTA funds to assist the Specialized Transportation Programs (5310/5317), \$18,350,441 in FTA funds to assist the Rural Transportation Program (5311), \$50,716 in FTA funds to assist the Job Access Program (5316), \$4,730,456 in FTA funds to assist the Small Urban Transportation Program (5307), and \$1,210,363 in FTA funds to assist the Bus and Bus Facilities Program (5339).

## **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 collects traffic data used in conducting 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 FAA/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 Services Division, Geotechnical Division, Materials Division, Pavement Management Division, Forensic Investigation 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, and Nuclear Gauge Laboratory. The Certification Section coordinates the Independent Assurance Sampling and Testing record check and final materials certification for all federal aid projects as mandated by Federal guideline 23 CFR 637B. The Nuclear Gauge Laboratory has 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 Pavement Design Section reviews all designs submitted by the Areas on federal aid projects for consistency and thoroughness and serves as the Department's subject matter experts on pavement issues.

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. The Testing laboratories have the 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 Division consists of three sections: Pavement Friction Testing Section, Falling Weight Deflectometer (FWD) Testing Section and the Pavement Distress Data Collection Section. The Pavement Distress Data Collection Section is responsible for managing the collection of pavement condition data that is used in the annual Pavement Prioritization Report (PPR), the Highway Performance Monitoring System (HPMS) submittal, and for Governmental Accounting Standards Board (GASB34) reporting. The Pavement Friction Testing Section collects pavement friction data that is

used by the Design Bureau, Safety Planning Section. The FWD Testing Section collects pavement structural data that is used by Area Materials Engineers to determine structural adequacy for resurfacing projects.

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.

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.

The Forensic Investigation Division assists ALDOT Areas with the investigation of project materials related issues and problems. Destructive (coring) and non-destructive (Ground Penetrating Radar [GPR]) sampling and testing methods are utilized.

## **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 TRANSPORTATION ENFORCEMENT**

The ALDOT Office of Transportation Enforcement was established in 2014 in compliance with Alabama Act 2011-565, which tasked ALDOT with enforcing provisions of the Alabama Terminal Excise Tax Act (codified in §40-17-320 through 40-17-363 of the Code of Alabama 1975). An official law enforcement entity of the State of Alabama, the Office employs Senior Transportation Enforcement agents, Transportation Enforcement agents, Retired State Law Enforcement officers, Retired State employees, Security Guards I and II, and a Communications and Public Relations Manager.

ALDOT Enforcement officers provide statewide assistance to law enforcement, and investigative assistance to the Department's regions, areas and bureaus. The assistance targets specific areas for compliance and enforcement including compliance with motor fuel excise tax laws and regulations, criminal activities impacting ALDOT facilities and property, and personnel investigations as requested by ALDOT's administration. The Office also includes ALDOT's Security officers, who are responsible for protecting facility assets and ensuring a safe work environment for the ALDOT Central Office complex.

### **Compliance with Fuel Excise Tax Laws**

ALDOT Enforcement focuses its attention on ensuring industry compliance with

Alabama's Terminal Excise Tax Act law, motor vehicle and traffic laws, and criminal laws through roadside enforcement and other inspection programs at the retail and terminal level. The Office also works to reduce non-compliance with the International Fuel Tax Agreement or IFTA, the International Registration Plan (IRP) the Unified Carrier Registration (UCR) and other licensing issues that affect ALDOT. In 2020, ALDOT Enforcement agents:

- inspected more than 1,000 carriers for compliance of IFTA, UCR and IRP requirements;
- issued more than 90 citations for violations related to IFTA, UCR and IRP, increasing fees collected by the Alabama Department of Revenue to \$10,452,952 in 2020, up from \$7,606,075.69 during the previous year. This is the highest collection number for these fees on record in Alabama;
- issued 100 citations related to fuel tax enforcement;
- issued 91 citations related to Alabama's oversize/ over-dimension commercial vehicles;
- issued 71 citations related to Alabama's construction zone/speeding laws;
- issued 127 citations for other violations of state laws; and
- achieved a high level of compliance with IRP and UCR revenue, benefiting ALDOT, other state agencies and Alabama counties who receive a percentage of those proceeds.

### **Criminal Investigations**

Below is a summary of the Office's 2020 criminal investigation activities:

**Theft of Property** - ALDOT Enforcement opened eight theft of property cases in 2020. These investigations resulted in search warrants, arrests, recovered ALDOT property valued at over \$65,137, and were instrumental in assisting other agencies to recover stolen property. Since the Office was established in 2014, ALDOT Enforcement has recovered over \$537,900 in stolen state property.

**Criminal Mischief** - ALDOT Enforcement investigated five cases of criminal mischief in 2020 involving over \$600,000 of damage to ALDOT properties throughout the state. Suspects have been identified and arrest warrants are pending in two of these cases.

**Criminal Investigations with other Law Enforcement Agencies** - ALDOT Enforcement currently is investigating three large-scale fraud cases with the Alabama Office of Attorney General, Alabama Department of Labor, Alabama Department of Corrections, U.S. Department of Labor's Office of Inspector General, U.S. Secret Service, Federal Bureau of Investigation, U.S. Navy Criminal Intelligence, U.S. Department of Homeland Security, U.S. Drug Enforcement Agency, Alabama Law Enforcement Agency, as well as multiple municipal police departments and county sheriff's offices. The Office also assisted the Alabama Department of Conservation and Natural Resources in an on-going criminal mischief investigation involving unauthorized access via ALDOT right-of-way property.

**Law Enforcement and Legal/ Forensic Assists**- ALDOT Enforcement agents provided 14 assists to state, federal and local law enforcement agencies and the ALDOT Legal Bureau in 2020.

**Court Cases** - ALDOT Enforcement has had several arrests result in successful convictions in 2020 from cases investigated in previous years. Several suspects have been found guilty and sentenced to a total of 40 years imprisonment resulting from several thefts of ALDOT property. Grand Jury proceedings are also expected for other suspects related to the same case.

### **Personnel Investigations**

ALDOT Enforcement assists with internal personnel investigations, at the request of ALDOT's administration, in matters sensitive in nature. During 2020, we assisted with 48 such investigations and hearing assists.

### **ALDOT Security**

ALDOT's Security Officers are assigned to the Central Office/Gunter Annex complex in Montgomery. Charged with the protection of the facility assets and ensuring a safe work environment, they provide daily patrols, check and secure state vehicles on ALDOT properties, and identify and assist employees and visitors within the Central Office and Gunter Annex complexes. ALDOT Security also monitors the agency's security cameras in the Central Office, State Motor Pool, Gunter Annex, Multimodal, and Hangar complexes, aids and assists law enforcement as needed, and responds to emergency 911 calls within the Central Office/Gunter Annex complex.

### **Training and Instruction**

ALDOT Enforcement currently employs one of Alabama's Certified Drug Recognition Expert Instructors. In 2020, this agent instructed 500 law enforcement officers and 150 state troopers throughout the State of Alabama with instruction in the 40-hour Standardized Field Sobriety Test (SFST), in the 32-hour Advanced Roadside Impaired Driving Enforcement (ARIDE), the 40-hour Standard Field Sobriety Training instructor development course, the 40-hour Drug Recognition Instructor Development course, and Drug Recognition Expert (DRE) Recertification trainings.

Retired state employees and retired state law enforcement employees assigned to the ALDOT Enforcement provide the Department with a combined 131 years of state law enforcement, correctional and probation experience. In 2020, these employees assisted the Department by traveling to all 42 of ALDOT district offices to train and assist approximately 1,100 ALDOT employees in registering in the U.S. Federal Motor Carrier Safety Administration (FMCSA) Commercial Driver's License (CDL) Drug and Alcohol Clearinghouse. They also provided instruction to 60 ALDOT employees in preparing for the FMCSA CDL Part I written test and Part II Pre-Trip Inspection, Vehicle Controls and On-road Driving trainings, and trained approximately 100 employees with duties which involved working with work-release inmates in Employee Supervision of Inmates.

### **COVID-19 Communication and Natural Disaster Assistance**

In 2020, ALDOT Enforcement staff assisted the Department in communicating with ALDOT employees regarding the worldwide Coronavirus (COVID-19) pandemic. This assistance included:

- ALDOT sworn law enforcement officers providing law enforcement visits and assistance to 18 ALDOT Welcome Centers and Rest Areas during the COVID-19 pandemic;

- ALDOT’s Security Officers providing night and weekend security while the Central Office complex buildings were professionally cleaned and disinfected;
- ALDOT Enforcement’s Communications/Public Relations manager maintaining the Department COVID-19 Intranet site, researching and editing over 40 editions of ALDOT’s weekly Employee COVID-19 Update newsletter, and assisting ALDOT warehouses statewide by maintaining available quantities of Personal Protective Equipment (PPE), cleaning and sanitization supplies on the Department’s Equipment Bureau Intranet page; and
- ALDOT’s Enforcement Chief and Communications/Public Relations manager serving on subcommittees for the New ALDOT Normal in COVID-19 Committee.

ALDOT Enforcement also provided law enforcement assistance with two significant natural disasters, Hurricane Sally and Hurricane Zeta, in September and October of 2020.

### **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 4474 total employees in 194 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 24 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 82 reviews and inspections, 49 final reviews for operational capability and compliance, and 1 value engineering study 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 2020 fiscal year, 151 products were submitted for evaluation to the Product Evaluation Board. A total of 118 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 six 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 187 tracts of property. Approximately \$31.88 million was spent acquiring properties and \$1,598,560 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 million on 17 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 \$249,294. Proceeds of \$278,626 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 59 reimbursable utility agreements for approximately \$24.3 million, sixteen (16) of those had the work included as part of the roadway contract for approximately \$4.1 million. There were also seventy-five (75) non-reimbursable agreements where three (3) of those included the work in the roadway contract. 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.

### **RIGHT OF WAY BUREAU FY 2019**

***\*This information is included in the FY 2020 Annual Report because it was not included in the FY 2019 report.***

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## **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, 0 Professional Civil Engineering Trainees participated in rotational training due to COVID-19. Also, 65 employees participated in the Fundamental of Engineering and 38 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 2020

	<b>Revenue</b>	<b>Expenditure</b>
Airport Development Funding	\$38,456,514.89	\$37,300,397.21
Surplus Military Funding	\$399,764.17	\$265,535.63

## AIRPORT LICENSES

Public Use Airports	82
Private Use Airports	34
Medical Facility Heliports	85
Private Heliports	68

**ALDOT - Aeronautics Bureau**  
**Annual Report**  
**FY 2020**

**FUND 80**

Revenues

7635	Revenue - Aviation fuel tax	\$	1,680,983.72
7647	Revenue - 5010 Inspection Program fees		17,550.00
7649	Revenue - Logo permits		1,745,625.00
7680	Revenue - Federal Grants		33,812,356.17
7683	Revenue - Aero Special Project Grant (ADECA APPR)		1,200,000.00
		\$	<u>38,456,514.89</u>

Expenditures

4036	Aeronautics-Equipment costs	\$	1,821.12
4580	Aeronautics - Federal projects	\$	35,212,543.00
4581	Aeronautics - State projects		1,091,398.00
8015	Administration - Aeronautics		994,635.09
		\$	<u>37,300,397.21</u>

**FUND 90**

Revenues

7692\7697	Revenue-Interest Income on Investments	\$	111,295.32
7693	Revenue-Rental Income-Land		210,460.80
7694	Revenue-Federal Grants		28,196.00
7696	St. Elmo Aviation Fuel Sales		49,812.05
		\$	<u>399,764.17</u>

Expenditures

4590	AERON-State Projects-SMFF	\$	136,607.00
8013	Administration		74,128.97
8023	St. Elmo fuel operations		54,799.66
		\$	<u>265,535.63</u>

## ALABAMA DEPARTMENT OF TRANSPORTATION - BRIDGE BUREAU

Summary of Bridge Projects Let to Contract from October 1, 2019 to September 30, 2020

		TOT. # BRIDGES	TOTAL COST	LIN. FT. TOT.	SQ. FT. TOT.	AVG. SF \$		
		23	\$57,608,608.03	9,325	449,138	\$128.26		
COUNTY	PROJECT NO.	DESCRIPTION	DATE LET	NO. OF BRIDGES	BID PRICE	LIN. FT BRIDGE	SQ. FT. BRIDGE	COST/ SQ. FT.
Mobile	ST-049-999-014	Dunlap Drive over Pinto Pass	11/8/2019	1	\$1,168,529.50	60	2713.8	\$430.59
Jefferson	STPBH-7020(601)	Patton Chapel Rd over Patton Cr	11/8/2019	1	\$1,474,161.82	109	5391.4	\$273.43
Shelby	ACBR59502-ATRP(009)	CR52 over Buck Cr	12/6/2019	1	\$1,800,000.00	124	5952	\$302.42
Crenshaw	BR-0009(541)	US331 over Patsalliga Cr	12/6/2019	1	\$5,915,280.01	775	57672.9	\$102.57
Jefferson	BR-0005(517)	US78 over Locust Fork Warrior River	2/28/2020	1	\$4,610,450.03	568	24092.7	\$191.36
Blount	RABRZ-0518(251)	Deans Ferry Rd over CSX RR	2/28/2020	1	\$952,035.00	110	3382.5	\$281.46
Mobile	NHF-0158(505)	SR158 Ext. over Lott Rd and Seabury Cr	2/28/2020	1	\$11,256,957.60	2520	117180	\$96.07
Clarke	BRZ-1317(250)	CR21 over Satilpa Cr	2/28/2020	1	\$779,794.50	200	5600	\$139.25
Montgomery	BR-0006(563)	US231 over Jenkins Cr (NBL)	4/3/2020	1	\$1,200,692.66	272	11537.3	\$104.07
Bibb	BR-0006(573)	US82 over Sandy Cr	4/24/2020	1	\$1,169,239.00	180	8355	\$139.94
Morgan	ERPR-9070(900)	US231 over Landslide	5/8/2020	1	\$11,176,612.16	1894.25	87924.8	\$127.12
Colbert	BR-0002(529)	US72 over Ashe Blvd	5/29/2020	1	\$1,281,114.00	100	8541.7	\$149.98
Henry	BR-0010(545)	SR10 over McRae Mill Cr	5/29/2020	1	\$863,088.50	150	6962.5	\$123.96
Morgan	BRF-0003(591)	US31 over Cedar Cr (SBL)	5/29/2020	1	\$1,010,930.50	200	8483.3	\$119.17
Pickens	BR-0014(536)	SR14 over Blubber Cr	6/26/2020	1	\$1,213,235.50	280	12996.7	\$93.35
Calhoun	BR-0818(251)	Bailplay Rd over Trib to Bailplay Cr	8/28/2020	1	\$485,612.00	120	3360	\$144.53
Lawrence	ACBRZ60555-ATRP(011)	Jefferson St over Big Nance Cr	9/25/2020	1	\$1,335,485.00	380	11685	\$114.29
Lawrence	ACBRZ60555-ATRP(011)	Jefferson St over Big Nance Cr Relief	9/25/2020	1	\$510,383.00	102	3136.5	\$162.72
Mobile	BR-0163(505)	SR163 over Perch Cr	9/25/2020	1	\$3,172,445.80	360	18870.01	\$168.12
Wilcox	BR-0005(527)	SR5 over Moccasin Cr	9/25/2020	1	\$1,729,554.90	180	10875	\$159.04
Wilcox	BR-0005(527)	SR5 over Cub Cr	9/25/2020	1	\$1,346,657.40	180	10875	\$123.83
Marengo	BRF-0013(501)	SR13 over AGR RR	9/25/2020	1	\$1,394,512.90	120	10130	\$137.66
Limestone	RAED-042-888-036	SR304 over I-65 Bridge Widening	9/25/2020	1	\$1,761,836.25	341.182	13419.83	\$131.29

**CONSTRUCTION PROJECTS, CLAIMS, and DBE  
FISCAL YEAR 2020**

	<u>CONSTRUCTION PROJECTS</u>	<u>CONTRACT AMOUNT</u>
Active Construction Projects	344	\$2.13 Billion

**CLAIMS ACTIVITIES**

Number of Notices of Intent Filed		23
Number of Notices of Intent Rescinded		7
Number of Notices of Intent Waived by Contractor		1

	<b>NUMBER</b>	<b>AMOUNT</b>
Claims Under Review	15	\$23,248,679.64
Claims Settled	5	\$55,810.63
Claims Denied	0	\$0

**DBE SECTION**

Number of Applicants for Certification		83
Number of Firms Certified, includes FY19 carryovers		74
Number of Firms denied		5
Number of Firms Appealed to USDOT		5
Number of Denials upheld by USDOT		3
Number of Denials overturned by USDOT		2
Number of Denials under review by USDOT		0
Total dollar amount to DBE		\$40,875,233.00

# Department of Transportation Fiscal year 2020

## Summary of Purchases of Equipment

Automobiles (SA)		\$ 123,329.28
Trucks (ST)		19,809,853.66
Heavy Equipment (SE)		6,242,050.59
State General (SG)		8,012,976.61
S.H.D. Equipment		6,155,259.30
<i>TOTAL</i>	<u>\$</u>	<u><b>40,343,469.44</b></u>

## Summary of Sales of Equipment

Automobiles (SA)		\$21,637.00
Trucks (ST)		\$4,796,485.20
Heavy (SE)		\$3,379,437.10
State General (SG, HD & CH) Equipment		\$124,962.26
Other (MC)		\$84,656.31
Other (MT)		\$43,609.00
<i>Total</i>	<u></u>	<u><b>\$8,450,786.87</b></u>

## Recapitulation

Total Purchases		\$ 40,343,469.44
Total Sales		<u>\$8,450,786.87</u>
Purchases Over Sales		<u><b>\$ 31,892,682.57</b></u>

Sales of Used Tires, Tubes, Batteries, Scrap Metals & Miscellaneous Small Equipment		\$ 57,423.27
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**Table 17.**  
**Public Road and Bridge Fund**  
**Summary of Receipts and Disbursements**  
**Fiscal Years Ended September 30**

	2020	2019	2018	2017	2016	2015
<b>Cash on Hand, October 1*</b>	<b>209,783,483</b>	<b>269,262,451</b>	<b>360,939,528</b>	<b>349,557,357</b>	<b>403,381,527</b>	<b>\$ 307,872,201</b>
<b>Receipts:</b>						
Gasoline Excise Tax - \$0.05	95,132,971	102,143,286	100,444,485	100,507,583	99,568,018	\$ 96,361,958
Gasoline Excise Tax - \$0.04	44,566,307	47,850,382	47,054,556	47,084,115	46,643,963	45,142,042
Motor Fuel Tax - \$0.06	43,738,070	44,116,588	42,620,492	40,737,034	41,945,928	40,000,533
LP Gas Vehicle Permits	46,354	50,853	52,490	55,819	61,254	62,093
Motor Vehicle License Taxes	105,578,173	107,976,079	105,795,451	104,825,111	100,351,812	98,695,945
Gasoline Excise Tax - \$.07	76,198,510	81,813,338	80,451,653	80,506,488	79,755,931	77,188,217
Lubricating Oil Tax	472,795	592,020	605,898	523,376	511,506	525,279
Oversize Hauling Permits	4,268,727	4,928,757	4,266,820	4,118,636	3,732,690	3,756,180
Motor Fuel Tax - \$.13	99,307,201	100,099,268	96,618,126	92,516,773	96,303,462	91,840,402
Truck Identification Decals	951,874	1,052,640	1,069,701	984,082	988,081	972,878
Petroleum Products Inspection Fees	42,931,629	45,512,795	44,944,016	44,740,079	46,145,636	44,981,528
Outdoor Advertising Permits	62,923	62,343	63,595	63,493	65,137	61,481
Motor Carrier Tax	480,373	494,606	546,869	434,180	573,884	573,449
Interest Income						--
Motor Vehicle Excise Tax	300,718	286,447				
Federal Aid	920,212,148	1,005,533,713	927,143,828	812,656,904	855,654,262	876,318,519
County Aid & Miscellaneous	42,969,573	54,505,884	59,335,537	42,958,540	53,370,099	138,258,068
Industrial Access	961,638	633,199	867,984	608,660	562,448	536,734
Transfer from Bond Accounts	155,681,878	280,612,708	394,971,700	313,662,318	220,212,263	228,632,962
<b>Total Receipts</b>	<b>1,633,861,862</b>	<b>1,878,264,906</b>	<b>1,906,853,201</b>	<b>1,686,983,191</b>	<b>1,646,446,374</b>	<b>1,743,908,268</b>
<b>Disbursements:</b>						
Construction	1,284,901,104	1,508,599,023	1,633,077,915	1,286,955,836	1,235,249,481	\$ 1,282,573,021
Maintenance	189,400,583	204,894,469	191,215,247	175,942,545	190,730,968	183,609,614
Equipment Purchase	14,115,511	15,611,062	14,192,238	13,924,371	11,505,485	14,338,706
Administration	118,632,065	91,517,360	80,075,597	100,831,266	117,277,866	89,635,267
Debt Service	53,551,653	51,183,105	48,923,710	34,897,958	33,647,533	27,555,205
Other Expenditures	21,800,191	65,938,855	31,045,572	63,049,044	111,859,211	50,687,129
<b>Total Disbursements</b>	<b>1,682,401,107</b>	<b>1,937,743,874</b>	<b>1,998,530,279</b>	<b>1,675,601,020</b>	<b>1,700,270,544</b>	<b>\$ 1,648,398,942</b>
<b>Cash Balance, September 30</b>	<b>161,244,238</b>	<b>209,783,483</b>	<b>269,262,451</b>	<b>360,939,528</b>	<b>349,557,357</b>	<b>\$ 403,381,527</b>

\*Beginning and ending balances are on a cash basis and include encumbered funds. Columns may not add due to rounding.

Source: Alabama Department of Transportation.



**PUBLIC ROADS AND BRIDGE FUNDS**

	<b>PUBLIC ROADS &amp; BRIDGE FUNDS</b>
<b>Unexpended Balance as of October 1, 2019</b>	209,783,483
<b>RECEIPTS:</b>	
Revenue	
Gasoline Excise Tax \$.05	95,132,971
Gasoline Excise Tax \$.04	44,566,307
Motor Fuel Tax \$.06	43,738,070
LP Gas Vehicle Permits	46,354
Motor Vehicle License	105,578,173
Gasoline Excise Tax \$.07	76,198,510
Lubricating Oil Tax	472,795
Oversize Hauling Permits	4,268,727
Motor Carrier Mileage, Taxes, Fees	480,373
Motor Fuel Tax \$.13	99,307,201
Truck Identification Decals	951,874
Petroleum Products Inspection Fees	42,931,629
Outdoor Advertising Permit Fees	62,923
Motor Vehicle Excise Tax	300,718
Subtotal Revenue - State	514,036,625
<b>TOTAL REVENUE</b>	<u>\$ 514,036,625</u>
Non - Revenue Receipts	
ISTEA Interstate Maintenance	3,093,628
ISTEA National Highway System	2,468,114
ISTEA Surface Transportation Program	5,522,937
Federal Aid- ARRA 2009 Transit Stimulus	-
ISTEA Special	(8,268,612)
ISTEA Other	1,195,493
Federal Aid Priority Primary	
Federal Interstate Regular	
Federal Interstate ACI	
Federal Aid Primary	
Federal Aid Secondary	
Federal Aid - ATRIP Projects	40,188,690
Federal Aid ABC Urban	
Federal Aid CBD Projects	14,310,000
Federal Aid Urban	
Federal Aid Secondary (Farm to Market)	
Federal Aid Secondary (Farm to Market Miscellaneous)	
Federal Topic	
Federal Appalachian	314,153
Federal - MAP 21/FASTACT	797,040,082
Federal Aid Special Aid	
Federal Aid Highway Planning & Research	21,416,403
Federal Aid Bridge Replacement	1,405,587
Federal Aid - ARRA 2009 Stimulus	
Federal Aid Transit Capital	6,874,648
Federal Aid Beautification	
Federal Aid Special Grants	
Federal Aid Other	<u>34,651,025</u>

**PUBLIC ROADS AND BRIDGE FUNDS CONTINUED**

Subtotal	\$ 920,212,148
Bond Proceeds-ATRIP Bonds	154,460,187
Ramp Bonds	1,221,691
Ind. Access Road & Bridge Corp	961,638
Amendment 1 County Share	
Capital Improvement Trust Fund Appropriation	
County Aid	529,800
Other Aid	843,952
Other Project Participation	34,356,837
Revenue Sharing	
Contractor Bid Fees	5,910
Miscellaneous Receipts	6,673,949
Subtotal	199,053,964
UMTA Vehicle Disposition Proceeds	116,977
Rapid Rail	
ROW Title 23 Revenue	442,148
TOTAL NON-REVENUE RECEIPTS	559,125
<b>TOTAL RECEIPTS</b>	<b>\$ 1,633,861,862</b>
<b>TOTAL FUNDS AVAILABLE</b>	<b>\$ 1,843,645,345</b>
<b>EXPENDITURES</b>	
Debt Service	
Ramp Bonds - Principal and Interest	3,816,653
1st Issue - ATRIP Issue	29,410,000
2nd Issue - ATRIP Issue	6,015,000
2nd Issue - CBD Issue	14,310,000
Total Debt Service	53,551,653
Administration	
Internal Administrative Support	99,433,727
External Administrative Support	15,998,691
Other Equipment Purchases	14,115,511
Land and Buildings Expenditures	3,199,647
Captive County Health Insurance	24,926
Legislatively Mandated Transfers	28,500,000
Total Administrative Expenditures	\$ 161,272,502
Construction and Maintenance Expenditures	
Federal Construction	1,211,105,838
State Construction	73,795,266
Special Work Authorizations	1,124,322
Routine Maintenance	155,221,036
Maintenance Projects	34,179,547
Total Construction and Maintenance Expenditures	\$ 1,475,426,009
<b>TOTAL EXPENDITURES</b>	<b>\$ 1,690,250,164</b>

**PUBLIC ROADS AND BRIDGE FUNDS CONTINUED**

**ADJUSTMENTS TO CASH**

Adjustments include Deposits in Transit, Investments, (7,849,057)  
Retainage, Receivable Adjustments, Amounts Pending  
Distribution, etc.

**TOTAL DISBURSEMENTS** \$ 1,682,401,107

**RECONCILIATION:**

Add: Cash Balance September 30, 2020 161,244,238

**TOTAL FUNDS AVAILABLE** \$ 1,843,645,345

**REBUILD ALABAMA FUNDS**

REBUILD ALABAMA FUND

**Unexpended Balance as of October 1, 2019** -

**RECEIPTS:**

Revenue

Gasoline Excise Tax \$.06	96,107,954
Gasoline Deisel Tax	29,135,392
IFTA Taxes	1,827,629

<b>TOTAL REVENUE</b>	<b>\$</b>	<b><u>127,070,974</u></b>
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Non - Revenue Receipts

ISTEA Interstate Maintenance	
ISTEA National Highway System	
ISTEA Surface Transportation Program	
Federal Aid- ARRA 2009 Transit Stimulus	
ISTEA Special	
ISTEA Other	
Federal Aid Priority Primary	
Federal Interstate Regular	
Federal Interstate ACI	
Federal Aid Primary	
Federal Aid Secondary	
Federal Aid - ATRIP Projects	
Federal Aid ABC Urban	
Federal Aid CBD Projects	
Federal Aid Urban	
Federal Aid Secondary (Farm to Market)	
Federal Aid Secondary (Farm to Market Miscellaneous)	
Federal Topic	
Federal Appalachian	
Federal - MAP 21/FASTACT	
Federal Aid Special Aid	
Federal Aid Highway Planning & Research	
Federal Aid Bridge Replacement	
Federal Aid - ARRA 2009 Stimulus	
Federal Aid Transit Capital	
Federal Aid Beautification	
Federal Aid Special Grants	
Federal Aid Other	
Federal Aid Congestion Management	3,007,451
Federal Aid Project Other	3,963,133
Subtotal	<u>\$ 6,970,585</u>

Non-Revenue Receipts

Other Project Participation	8,224,471
Miscellaneous Receipts	
Subtotal	8,224,471

**REBUILD ALABAMA FUNDS CONTINUED**

**TOTAL RECEIPTS** \$ 15,195,056

**TOTAL FUNDS AVAILABLE** \$ 142,266,030

**EXPENDITURES**

Local Governments	
Annual Allocation to Counties	19,250,235
Annual City/County Grant Program	5,326,893
ATRIP II Projects	726,018
Congestion Management Projects	67,130
Economic Development Projects	1,466,922
Federal Project Other	6,084,620
Federal Congestion Management	3,735,869
Total Local Government Expenditures	<u>\$ 36,657,687</u>

**TOTAL EXPENDITURES** \$ 36,657,687

**ADJUSTMENTS TO CASH**

Adjustments include Deposits in Transit, Investments, (51)  
Retainage, Receivable Adjustments, Amounts Pending  
Distribution, etc.

**TOTAL DISBURSEMENTS** \$ 36,657,636

**RECONCILIATION:**

Add: Cash Balance September 30, 2020 105,608,394

**TOTAL FUNDS AVAILABLE** \$ 142,266,030

**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
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
		9,096,250.00	92,675,000.00

\* Original Issue Date of 12/18/12

\* Bonds Maturing in 2023-2026 with Total Principal of \$146,215,000  
Refunded by 2017-B Issue

**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
DEBT SERVICE REQUIREMENTS  
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY  
GARVEE BONDS - SERIES 2015**

BONDS			
YEAR	OUTSTANDING	INTEREST	REDEMPTION
2020	505,735,000	21,770,345.00	6,015,000.00
2021	499,420,000	21,469,595.00	6,315,000.00
2022	492,790,000	21,153,845.00	6,630,000.00
2023	485,830,000	20,822,345.00	6,960,000.00
2024	478,520,000	20,474,345.00	7,310,000.00
2025	470,840,000	20,108,845.00	7,680,000.00
2026	462,780,000	19,724,845.00	8,060,000.00
2027	413,080,000	19,321,845.00	49,700,000.00
2028	360,895,000	16,836,845.00	52,185,000.00
2029	306,500,000	14,627,595.00	54,395,000.00
2030	250,420,000	12,941,350.00	56,080,000.00
2031	191,540,000	10,137,350.00	58,880,000.00
2032	130,180,000	7,661,600.00	61,360,000.00
2033	63,815,000	5,207,200.00	63,815,000.00
2034	66,365,000	2,654,600.00	66,365,000.00
		234,912,550.00	511,750,000.00

\* Original Issue Date of 02/12/15

**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
DEBT SERVICE REQUIREMENTS  
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY  
RAMP BONDS - 2014**

YEAR	BONDS		
	OUTSTANDING	INTEREST	REDEMPTION
2020	7,440,000.00	126,653.00	3,690,000.00
2021	3,750,000.00	63,663.00	3,750,000.00
		190,316.00	7,440,000.00

\* Original Issue Date of 11/29/16

**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
DEBT SERVICE REQUIREMENTS  
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY  
2016-A**

YEAR	BONDS		
	OUTSTANDING	INTEREST	REDEMPTION
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
		189,062,750.00	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**

FISCAL YEAR ENDING	PRINCIPAL OUTSTANDING	INTEREST PAYMENT	PRINCIPAL PAYMENT
2020	403,665,000	19,001,750.00	14,310,000.00
2021	389,355,000	18,286,250.00	15,030,000.00
2022	374,325,000	17,534,750.00	15,780,000.00
2023	358,545,000	16,745,750.00	18,020,000.00
2024	340,525,000	15,844,750.00	18,915,000.00
2025	321,610,000	14,899,000.00	19,860,000.00
2026	301,750,000	13,906,000.00	20,855,000.00
2027	280,895,000	12,863,250.00	20,135,000.00
2028	260,760,000	11,856,500.00	21,140,000.00
2029	239,620,000	10,799,500.00	22,200,000.00
2030	217,420,000	9,689,500.00	23,310,000.00
2031	194,110,000	8,524,000.00	24,480,000.00
2032	169,630,000	7,300,000.00	13,255,000.00
2033	156,375,000	6,637,250.00	7,855,000.00
2034	148,520,000	6,244,500.00	8,245,000.00
2035	140,275,000	5,832,250.00	8,660,000.00
2036	131,615,000	5,399,250.00	9,090,000.00
2037	122,525,000	3,708,562.50	108,895,000.00
		205,072,812.50	390,035,000.00

\* Original Issue Date of 06/29/17

**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
DEBT SERVICE REQUIREMENTS  
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY  
2017-B**

YEAR	BONDS		
	OUTSTANDING	INTEREST	REDEMPTION
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
		38,919,750.00	139,975,000.00

Original Issue Date of 06/29/17



**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
OUTSTANDING BONDS  
Fiscal Year 2020**

**Garvee Bonds- Series 2012**

NAME	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Finance Authority GARVEE Series 2012	September 1, 2022	\$ 92,675,000.00	\$ 9,096,250.00
<b>Total</b>		<u>\$ 92,675,000.00</u>	<u>\$ 9,096,250.00</u>

NAME	PRINCIPAL REDEMPTION 2019-2020	INTEREST REDEMPTION 2019-2020
AL Federal Aid Highway Finance Authority GARVEE Series 2012	\$29,410,000.00	\$4,513,750.00
<b>Total</b>	<u>\$29,410,000.00</u>	<u>\$4,513,750.00</u>

**Ramp Bonds - 2014**

NAME	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Finance Authority RAMP 2014	June 1, 2021	\$ 7,440,000.00	\$ 190,316.00
<b>Total</b>		<u>\$ 7,440,000.00</u>	<u>\$ 190,316.00</u>

NAME	PRINCIPAL REDEMPTION 2019-2020	INTEREST REDEMPTION 2019-2020
AL Federal Aid Highway Finance Authority RAMP 2014	\$3,690,000.00	\$126,653.00
<b>Total</b>	<u>\$3,690,000.00</u>	<u>\$126,653.00</u>

**Garvee Bonds- Series 2015**

NAME	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Finance Authority GARVEE Series 2015	September 1, 2034	\$ 511,750,000.00	\$ 234,912,550.00
<b>Total</b>		<u>\$ 511,750,000.00</u>	<u>\$ 234,912,550.00</u>

NAME	PRINCIPAL REDEMPTION 2019-2020	INTEREST REDEMPTION 2019-2020
AL Federal Aid Highway Finance Authority		
GARVEE Series 2015	\$6,015,000.00	\$21,770,345.00
<b>Total</b>	<u>\$6,015,000.00</u>	<u>\$21,770,345.00</u>

#### AFAHFA 2016-A

NAME	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Finance Authority			
AFAHFA 2016	September 1, 2036	\$ 236,395,000.00	\$ 189,062,750.00
<b>Total</b>		<u>\$ 236,395,000.00</u>	<u>\$ 189,062,750.00</u>

NAME	PRINCIPAL REDEMPTION 2019-2020	INTEREST REDEMPTION 2019-2020
AL Federal Aid Highway Finance Authority		
AFAHFA 2016	\$0.00	\$11,819,750.00
<b>Total</b>	<u>\$0.00</u>	<u>\$11,819,750.00</u>

#### AFAHFA 2017-A

NAME	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Finance Authority			
AFAHFA 2017-A	June 1, 2037	\$ 390,035,000.00	\$ 205,072,812.50
<b>Total</b>		<u>\$ 390,035,000.00</u>	<u>\$ 205,072,812.50</u>

NAME	PRINCIPAL REDEMPTION 2019-2020	INTEREST REDEMPTION 2019-2020
AL Federal Aid Highway Finance Authority		
AFAHFA 2017-A	\$14,310,000.00	\$19,001,750.00
<b>Total</b>	<u>\$14,310,000.00</u>	<u>\$19,001,750.00</u>

**AFAHFA 2017-B Refunding**

<b>NAME</b>	<b>FINAL MATURITY</b>	<b>TOTAL PRINCIPAL</b>	<b>INTEREST</b>
AL Federal Aid Highway Finance Authority			
AFAHFA 2017-B	September 1, 2026	\$ 139,975,000.00	\$ 38,919,750.00
<b>Total</b>		<u>\$ 139,975,000.00</u>	<u>\$ 38,919,750.00</u>

<b>NAME</b>	<b>PRINCIPAL REDEMPTION 2019-2020</b>	<b>INTEREST REDEMPTION 2019-2020</b>
AL Federal Aid Highway Finance Authority		
AFAHFA 2017-B	\$0.00	\$6,998,750.00
<b>Total</b>	<u>\$0.00</u>	<u>\$6,998,750.00</u>

## LEGAL BUREAU ACTIVITIES 2020

### Board of Adjustment

Claims Opened	844
Claims Closed	713
Claims Pending	92
Claims Active	39

Amount Paid	\$1,088,269.80
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### State Property Damage Claims

Claims Opened	456
Claims Closed	390
Claims Pending	66

Amount Collected by Legal Bureau & Regions	\$3,322,436.56
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### Requests for Production of Documents

Requests Opened	195
Requests Pending	23

Contracts, Leases, and Deeds Reviewed	1,418
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Active Lawsuits	44
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**State of Alabama Bridge Counts - Fiscal Year 2020**

	<b>Maintenance Responsibility</b>			
	<b>State</b>	<b>County</b>	<b>City</b>	<b>Other</b>
<b>Total Structures</b>	5,768	8,571	1,574	63
<b>**Functionally Obsolete</b>				
<b>*Structurally Deficient</b>	73	406	86	15
<b>Load Posted</b>	12	2,041	198	15
<b>Closed</b>	15	143	26	12
<b>Temporary Work</b>	46	90	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 (2020 DVMT)

YEAR	TOTAL DVMT (THOUSANDS)	STATE SYSTEM DVMT (THOUSANDS)
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	192,303	107,113

## HIGHWAY PERFORMANCE MONITORING SYSTEM

### FUNCTIONAL CLASSIFICATION

### LANE MILES

### LINEAR MILES

Interstate	1,003.66	4,662.19
Principal Arterial - Other Freeways and Expressways	32.96	155.42
Principal Arterial - Other	3,345.04	11,006.75
Minor Arterial	6,337.85	14,346.61
Major Collector	15,870.66	32,169.99
Minor Collector	6,099.07	12,199.05
Local	67,995.30	135,990.60
<b>TOTAL</b>	<b>100,684.54</b>	<b>210,530.61</b>

**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	1,003.663	0.000	0.000	0.000	0.000	0.000	0.000
PA* - Other Freeways and Expressways	32.963	0.000	0.000	0.000	0.000	0.000	0.000
PA* - Other	3,227.026	16.343	101.671	0.000	0.000	0.000	0.000
Minor Arterial	4,593.485	433.686	1,287.928	0.000	0.000	0.000	22.750
Major Collector	2,041.711	10,061.823	3,758.855	0.000	0.000	0.000	8.270
Minor Collector	0.000	5,582.425	516.645	0.000	0.000	0.000	0.000
Local	5.539	43,431.312	23,149.709	174.870	0.070	888.439	345.360
<b>TOTAL</b>	<b>10,904.387</b>	<b>59,525.589</b>	<b>28,814.808</b>	<b>174.870</b>	<b>0.070</b>	<b>888.439</b>	<b>376.380</b>

\* Principal Arterial



# MATERIALS AND TESTS ACTIVITIES

	FY-2017	FY-2018	FY-2019	FY-2020
<b>MATERIALS DIVISION</b>				
<u>Pavement Design Section</u>				
Pavement Structural Designs Approved	207	164	164	177
Pavement Structural Design Addendums Approved			183	247
<u>Certification Section</u>				
Miles of Independent Assurance Sampling & Testing	808	861	968.9	1082.8
Concrete Structures Projects	11	29	10	15
Safety Improvement & Guardrail Projects	48	66	58	72
Total Projects IAS&T Certified Completed	176	244	151	194
<u>Nuclear Gage Laboratory</u>				
Repaired Nuclear Gages	41	29	15	26
Disposed Nuclear Gages	0	0	0	45
Calibrated/Recalibrated Nuclear Gages	100	101	90	122
Leak-tested Nuclear Gages	548	556	567	525
<b>Geotechnical Division</b>				
<u>Geotechnical In-House Design</u>				
Bridge and Culvert Reports	11	5	2	4
Slide Correction & Back Slope Reports	6	9	5	6
Limited Soil Survey & Materials Reports		6	12	12
Slope Study Reports		12	10	12
Sign, Signal Pole & High-mast Lighting Reports	24	30	25	13
Retaining Wall Reports	1	1		1
Special Projects (i.e. Sinkholes & Rockfalls)	8	3	1	0
Building Foundation			1	0
Geo-hydrological Reports	19	15	14	16
Wave Equation Analysis	146	78	71	61
Dynamic Testing/Restrikes for Construction	49	64	154	170
Static Load Tests		58	27	20
Drive to Refusal Analysis		14	27	5
Construction Submittal Reviews				41
<u>Geotechnical Consultant Design</u>				
Bridge and Culvert Reports	13	11	15	23
Slope Study Reports		3	5	4
Slide Correction & Back Slope Reports	15	1	1	0
Soil Survey Reports	10	6	13	6
Sign, Signal Pole & High-mast Lighting Reports	0	0	0	3
Retaining Wall Reports	6	1	4	3
Special Projects	26	0	0	0
Reports reviewed for concurrence		50	8	5
<u>Foundation Investigation-Drilling</u>				
Bridge and Culvert Projects	28	21	15	30
Slide Correction & Back Slope Projects	8	24	19	17
Soil Survey Projects	25	19	22	11
Sign, Signal Pole & High-mast Lighting Projects	16	19	17	12
Retaining Wall Projects	6	8	2	2
Special Projects (Sinkhole studies & Hazardous Materials Sites & Asphalt)	7	9	7	6
<i>Total Footage Drilled for Projects (feet)</i>	50915	43281	30456	24450
<b>ENVIRONMENTAL SERVICES DIVISION</b>				
<u>Hazardous Materials</u>				
Clearance for Projects	47	29	52	61
Investigations at Underground Storage Tank or Hazardous Materials Sites	5	2	9	11
Site Remediation Projects (UST Closure, Corrective Action, etc.)	14	16	13	14
<u>Environmental Compliance</u>				
Environmental Audits	51	51	51	51
<u>Storm Water Compliance</u>				
Project Storm Water Inspections	46	N/A	N/A	N/A
QC/QA Inspections	0	N/A	N/A	N/A
<b>PAVEMENT MANAGEMENT DIVISION</b>				
Centerline Miles of Pavement Friction testing	6638	7536	5838	5538
Centerline Miles of Pavement Condition Assessment	7585	8716	7364	7641
Pavement Condition Assessment/Non-State Route HPMS Samples	1416	1955	1515	1777
Falling weight Deflectometer Testing - projects	153	203	189	109

**AWARDED CONTRACTS  
FISCAL YEAR 2019**

<b><u>CATEGORY OR PROGRAM</u></b>	<b><u>AMOUNT AWARDED</u></b>
Interstate and National Highway System	\$246,431,940.48
State Funds	\$10,316,282.23
Local (TRC)	\$1,539,307.80
Alabama Transportation Rehabilitation & Improvement Program (ATRIP)	\$8,182,335.33
Other Federal-Aid	\$342,995,113.57
State Maintenance	\$4,717,495.20
<b>TOTAL AMOUNT AWARDED</b>	<b>\$614,182,474.61</b>

**AWARDED CONTRACTS 2011-2020**

<b>YEAR</b>	<b>CONTRACTS AWARDED</b>	<b>AMOUNT AWARDED*</b>
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
2020	260	614

*\*millions of dollars*

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

NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$ 373,724,148.99
SURFACE TRANSPORTATION PROGRAM	\$ 404,577,438.52
SAFETY PROGRAM	\$ 46,544,131.47
EMERGENCY RELIEF	\$ 16,608,692.19
SPECIAL PROJECTS	\$ -2,701,252.91
CONGESTION MITIGATION & AIR QUALITY	\$ 7,259,151.71
MISCELLANEOUS	\$ 49,322,744.43
TRANSPORTATION ALTERNATIVE	\$ 9,869,615.26
NATIONAL FREIGHT PROGRAM	\$ 28,213,009.00
<b>TOTAL</b>	<b>\$ 933,417,678.66</b>

**CONSTRUCTION AND MAINTENANCE ACTIVITIES  
BY REGION FOR FISCAL YEAR 2020  
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	0.5	136.4	79.4	0.0	2.9	3
	OTHER	0.0	0.0	0.0	105.3	23.0	0.2	1.4	0
	TOTAL	0.0	0.0	0.5	241.7	102.4	0.2	4.3	3
EAST CENTRAL	STATE	0.0	0.0	0.5	96.1	48.9	0.0	0.0	2
	OTHER	0.0	0.0	1.3	25.5	6.1	0.0	0.0	6
	TOTAL	0.0	0.0	1.8	121.6	55.0	0.0	0.0	8
NORTH	STATE	0.0	0.0	10.0	144.7	0.0	8.8	0.0	10
	OTHER	0.0	0.0	4.9	51.3	3.5	0.1	0.0	2
	TOTAL	0.0	0.0	14.9	196.0	3.5	8.9	0.0	12
WEST CENTRAL	STATE	0.0	0.0	0.0	54.4	42.2	0.0	2.2	2
	OTHER	0.0	0.0	0.0	43.3	10.5	4.0	0.0	0
	TOTAL	0.0	0.0	0.0	97.7	52.7	4.0	2.2	2
SOUTHWEST	STATE	0.0	0.0	4.2	136.9	13.0	0.0	0.1	6
	OTHER	0.0	0.0	0.3	13.9	0.0	0.0	2.8	6
	TOTAL	0.0	0.0	4.5	150.8	13.0	0.0	2.9	12
<b>TOTALS</b>	<b>STATE</b>	<b>0.0</b>	<b>0.0</b>	<b>15.2</b>	<b>568.5</b>	<b>183.5</b>	<b>8.8</b>	<b>5.2</b>	<b>23.0</b>
	<b>OTHER</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>239.2</b>	<b>43.1</b>	<b>4.3</b>	<b>4.1</b>	<b>14.0</b>
	<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>21.6</b>	<b>807.7</b>	<b>226.6</b>	<b>13.1</b>	<b>9.4</b>	<b>37.0</b>

State system includes all State and Interstate Highways

Other system includes all County & Local Highways

**PERSONNEL AND PAYROLL COMPARISONS BETWEEN FISCAL YEARS 2019 AND 2020**

Fiscal Year 2019			Fiscal Year 2020		
Semi-weekly Pay Period	Number of Employees	Amount of Payroll	Semi-weekly Pay Period	Number of Employees	Amount of Payroll
October 1 - 15, 2018	4340	8,497,340.28	October 1 - 15, 2019	4403	9,035,260.54
October 16 - 31, 2018	4346	8,523,813.31	October 16 - 31, 2019	4403	8,855,738.80
November 1-15, 2018	4354	8,536,752.20	November 1-15, 2019	4422	9,036,809.34
November 16-30, 2018	4371	10,877,359.19	November 16-30, 2019	4423	11,302,713.02
December 1-15, 2018	4361	8,534,213.87	December 1-15, 2019	4415	8,912,473.75
December 16-31, 2018	4353	8,368,938.38	December 16-31, 2019	4422	8,827,802.96
January 1-15, 2019	4359	8,820,825.49	January 1-15, 2020	4441	9,536,606.24
January 16-31, 2019	4340	8,526,207.05	January 16-31, 2020	4409	8,909,750.81
February 1-15, 2019	4371	8,824,497.43	February 1-15, 2020	4444	9,065,484.91
February 16-28, 2019	4344	8,376,892.45	February 16-29, 2020	4421	8,983,533.21
March 1-15, 2019	4361	8,805,928.36	March 1-15, 2020	4423	9,087,604.56
March 16-31, 2019	4351	8,512,055.99	March 16-31, 2020	4425	6,303,386.53
April 1-15, 2019	4362	8,824,869.93	April 1-15, 2020	4425	5,529,846.58
April 16-30, 2019	4353	8,466,058.09	April 16-30, 2020	4421	5,831,406.54
May 1-15, 2019	4360	8,763,955.76	May 1-15, 2020	4432	8,936,132.45
May 16-31, 2019	4368	8,626,087.78	May 16-31, 2020	4449	8,862,558.71
June 1-15, 2019	4397	8,695,322.24	June 1-15, 2020	4455	8,956,455.35
June 16-30, 2019	4395	8,684,714.26	June 16-30, 2020	4454	8,913,316.99
July 1-15, 2019	4406	8,691,492.42	July 1-15, 2020	4457	8,953,607.89
July 16-31, 2019	4408	8,694,912.51	July 16-31, 2020	4442	8,971,456.81
August 1-15, 2019	4418	8,832,131.86	August 1-15, 2020	4429	9,244,470.07
August 16-31, 2019	4402	8,787,872.48	August 16-31, 2020	4396	8,902,258.39
September 1-15, 2019	4400	8,899,672.52	September 1-15, 2020	4388	8,923,460.37
September 16-30, 2019	4395	8,916,765.54	September 16-30, 2020	4369	8,978,353.14
<b>Total Payroll</b>		<b>\$210,088,679.39</b>	<b>Total Payroll</b>		<b>\$208,860,487.96</b>
<b>Semi-weekly average</b>	4371	<b>\$8,753,694.97</b>	<b>Semi-weekly average</b>	4424	<b>\$8,702,520.33</b>

**FISCAL YEAR 2020 SEPARATIONS AND APPOINTMENTS BY CATEGORY**

		SEPARATIONS												APPOINTMENTS				
		RESIGNATIONS	DISMISSALS	LAYOFF	LEAVE WITHOUT PAY	SUSPENSION	DEATH	RETIREMENT	TOTAL	REGULAR	PROVISIONAL	TEMPORARY	FORM 8	TOTAL				
October	20	4	0	2	7	0	7	40	36	0	0	0	0	36				
November	11	4	0	4	4	2	3	28	39	0	0	0	0	39				
December	18	4	0	6	2	0	50	80	23	0	0	0	0	23				
January	21	8	0	1	4	2	8	44	49	1	0	0	0	49				
February	12	3	0	0	5	0	12	32	41	0	0	0	0	41				
March	20	4	0	0	5	0	9	38	35	0	0	0	0	35				
April	10	0	0	0	1	5	8	24	28	0	0	0	9	37				
May	14	3	0	3	4	1	3	28	21	0	0	0	26	47				
June	24	7	0	2	6	0	11	50	15	0	2	7	7	24				
July	41	9	0	5	3	0	20	78	35	0	0	0	3	38				
August	42	5	0	8	2	1	10	68	23	0	0	0	5	28				
September	20	5	0	1	3	2	12	43	26	0	0	0	0	26				
<b>Total</b>	<b>253</b>	<b>56</b>	<b>0</b>	<b>32</b>	<b>46</b>	<b>13</b>	<b>153</b>	<b>553</b>	<b>371</b>	<b>1</b>	<b>2</b>	<b>50</b>	<b>423</b>					

**SEPARATIONS AND APPOINTMENTS**

Fiscal Years 2006 -2020

	SEPARATIONS					APPOINTMENTS						
	RESIGNATIONS	DISMISSALS	LAYOFF	LEAVE WITHOUT PAY	SUSPENSION	DEATH	RETIREMENT	TOTAL	REGULAR	FORM 8 PROVISIONAL	TEMPORARY	TOTAL
<b>2006</b>	327	18	0	95	60	11	109	620	472	24	73	569
<b>2007</b>	258	43	0	77	40	9	79	506	416	24	70	510
<b>2008</b>	201	17	0	68	62	11	79	438	306	64	41	411
<b>2009</b>	118	35	0	79	54	11	94	391	550	45	25	620
<b>2010</b>	137	18	0	113	64	15	127	474	520	64	36	620
<b>2011</b>	142	33	0	38	45	14	130	402	459	10	13	482
<b>2012</b>	148	32	0	33	54	12	187	466	186	0	6	192
<b>2013</b>	153	29	0	38	52	10	141	423	236	2	1	239
<b>2014</b>	152	31	0	23	28	6	157	397	360	2	7	369
<b>2015</b>	170	33	0	37	35	9	156	440	369	1	8	378
<b>2016</b>	167	26	0	25	39	12	163	432	329	1	2	332
<b>2017</b>	205	20	0	28	46	11	129	439	397	1	2	400
<b>2018</b>	238	28	0	33	43	13	141	496	440	0	1	441
<b>2019</b>	231	17	0	32	45	6	135	466	445	33	7	464
<b>2020</b>	253	56	0	32	46	13	153	553	371	51	2	423
<b>Total</b>	3028	436	0	751	713	163	1980	6943	5856	322	294	6450

## RESEARCH & DEVELOPMENT

### Research Project Activities

Projects Approved for Funding	12
Continuing Research Projects	48

### Product Evaluation Board Activities

Number of products submitted for evaluation	151
Number of products approved	118
Number of products currently under evaluation	51
Number of products disapproved (due to failure to meet requirements)	38
Number of products removed from approval lists (due to failure to meet requirements)	16



**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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**RIGHT OF WAY BUREAU ACTIVITIES**

CATEGORY	SCOPE	EXPENDITURE
<b>ROW Operations</b>		
Appraisal	Appraiser Fees	\$674,877
	Staff Appraiser Costs	\$147,089
<b>Total Appraisal Costs:</b>		<b>\$821,966</b>
Acquisitions	Number of Parcels Acquired	217
	Attorney Fees	\$497,115
	Court Filing Costs	\$36,696
	Right of Way Acquisition Costs	\$11,294,526
	<b>Total Acquisition Costs:</b>	<b>\$11,828,337</b>
Relocation	Relocation of individuals, families, businesses, farms, and non-profit organizations	\$1,011,467
	<b>Total Relocation Costs:</b>	<b>\$1,011,467</b>
Property Management	Rental Receipts from Acquired Property	\$258,815
	<b>Total Revenue: (Credited back to projects)</b>	<b>\$258,815</b>
	Land Leases	\$228,987
	Oil and Gas Leases	\$23,273
	Sale of Uneconomic Remnants, Right of Way, and Access Rights	\$21,478
	Sale of Structures	\$0
	<b>Total Revenue: (Credited to US Code Title 23 Funding)</b>	<b>\$273,738</b>
<b>Utilities</b>		
Utility Relocations	62 Executed SAHD #1 Non-Reimbursable Agreements	\$0
	38 Executed SAHD #2 Reimbursable Agreements	\$16,000,000
	11 Executed SAHD #3 Reimbursable Agreements	\$7,400,000
	<b>Total Utility Relocation Costs:</b>	<b>\$23,400,000</b>

## 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, Coffeenville, Grove Hill, Mexia, Repton, Evergreen, River Falls, Andalusia, Opp, Elba, Enterprise, Daleville, and Dothan to end at the Georgia Line southeast of Gordon
13. (US 43 part, US 80 part, US 11 part, US 82 Part, US 278 part, US 72 part) from a junction with Alabama 16 in Mobile via Thomasville, Demopolis, Eutaw, Tuscaloosa, Eldridge, Natural Bridge, Haleyville, Phil Campbell, Russellville, and Florence to end at the Tennessee Line north of Greenhill
14. (US 43 part, US 80 part, US 31 part, I-65 part) from the Mississippi Line northwest of Pickensville via Pickensville, Aliceville, Clinton, Eutaw, Greensboro, Marion, Selma, Prattville, Wetumpka, Tallassee, and Auburn to end at the junction with Alabama 147 in Auburn
15. (US 29 part, US 84 part, US 331 part, US 82 part, US 80 part, I-85 part, US 280 part) from a junction with Alabama 3 in Brewton via Andalusia, Luverne, Troy, Banks, Union Springs, Tuskegee, and Opelika to end at the Georgia Line in Lanett

16. (US 90, US 98 part, I-65 part) from the Mississippi Line west of Grand Bay via Mobile, Spanish Fort, Loxley, and Robertsdale to end at the Florida Line east of Seminole
17. (US 45 part, US 43 part, US 72 part) from a junction with Alabama 42 in Mobile via Citronelle, Deer Park, Chatom, Butler, York, Aliceville, Reform, Millport, Vernon, Sulligent, Hamilton, Russellville, and Florence to end at the Tennessee Line north of Zip City
18. (US 43 part) from the Mississippi Line west of Vernon via Vernon, Fayette, and Berry to end at the junction with Alabama 69 near Oakman
19. From a junction with Alabama 17 north of Detroit via Vina and Red Bay to end on Mississippi Line.
20. (US 43 part, US 72 part, US 72 Alt part, US 31 part) from the Tennessee Line north of Dart via Florence, Tuscumbia, and Decatur to end at the junction with Interstate 565 in Huntsville ending at Junction Interstate 65 and Interstate 565 west of Huntsville
21. (US 80 part, US 31 part, US 82 part, US 231 part) from the Florida Line south of Atmore via Atmore, Monroeville, Riley, Oak Hill, Furman, Hayneville, Montgomery, Wetumpka, Rockford, Sylacauga, Talladega, and Anniston to end at the junction with Alabama 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. (US 231 part) from the Florida Line southwest of Geneva via Geneva, Enterprise, and Ozark to end at the junction with Alabama 10 in Abbeville
28. (US 11 part, US 80 part, US 43 part) from a junction with Alabama 17 north of Boyd via Livingston, Jefferson, Linden, Catherine, and Camden to end at the junction with Alabama 21 west of Furman
29. US Route Number- not used
30. From a junction with Alabama 51 in Clayton easterly to end at the junction with Alabama 1 (US 431) in Eufaula
31. US Route Number- not used
32. From the Mississippi Line west of Cochrane easterly to end at the junction with Alabama 17 south of Cochrane
33. From a junction with Alabama 74 (US 278) in Double Springs northeasterly via Wren and Moulton to end at the junction with Alabama 20 (US 72 Alt) east of Courtland
34. From a junction with Alabama 53 (US 231) at Cropwell southeasterly to end at the junction with Alabama 77 north of Talladega
35. (US 11 part) from a junction with Alabama 9 northeast of Cedar Bluff via Gaylesville, Fort Payne, Rainsville, and Scottsboro to end at the junction with Alabama 2 (US 72) west of Woodville
36. From a junction with Alabama 33 in Wren via Danville and Hartselle to end at the junction with Alabama 53 (US 231) at Laceys Spring

37. From a junction with Alabama 12 and 134 (US 84) in Daleville northerly to end at the Tank Hill Gate of Fort Rucker Reservation
38. (US 280, US 231 part, I-85 part, US 431 part, US 80 part) from a junction with Alabama 3 (US 31) in Birmingham southeasterly via Sylacauga, Alexander City, Dadeville, and Opelika to end at the Georgia Line in Phenix City
39. From a junction with Alabama 7 (US 11) north of Livingston via Gainesville to end at the junction with Alabama 14 in Clinton
40. From a junction of Alabama 35 south of the Tennessee River Bridge near Scottsboro easterly north of Dutton via Dean’s Chapel and Henagar to end at the junction with Alabama 117 near Hammondville
41. (US 29 part, US 84 part) from the Florida Line in Dixonville via Brewton, Repton, Monroeville, and Camden to end at the junction with Alabama 14 in Selma
42. (US 98, US 90 part) from the Mississippi Line west of Wilmer via Wilmer, Mobile, Spanish Fort, Fairhope, Barnwell, and Foley to end at the Florida Line near Lillian
43. US Route Number- not used
44. From a junction with Alabama 118 (US 78) in Guin via Twin to end at the junction with Alabama 129 near Brilliant
45. US Route Number- not used
46. From a junction with Alabama 4 (US 78) in Heflin via Bells Mill and Trickem to end at the Georgia Line east of Trickem
47. From a junction with Alabama 12 (US 84) at Mexia via Monroeville, Beatrice, and Midway to end at the junction with Alabama 10 in Awin
48. From a junction with Alabama 9 in Lineville via Wedowee and Woodland to end at the Georgia Line east of Graham
49. (US 280 part) from the beginning of the South ramps of Neil’s Chapel Interchange at Interstate 85 northerly via Franklin, Reeltown, Dadeville, Newsite, Mellow Valley, and Lineville to end at the junction with Alabama 281 east of Cheaha State Park
50. (US 280 part) from a junction with Alabama 229 at Red Hill via Union, Walnut Hill, Thornton, Camp Hill, and Lafayette to end at the junction with Alabama 15 (US 29) in Lanett
51. (US 82 part) from a junction with Alabama 12 (US 84) west of Enterprise via Clintonville, Rocky Head, Ariton, Clio, Louisville, Clayton, Midway, Hurtsboro, and Marvyn to end at the Junction with Alabama 38 (US 280) in Opelika
52. (US 84 part) from a junction with Alabama 9 (US 331) in Opp, via Kinston, Samson, Geneva, Hartford, and Dothan to end at the Georgia Line in Columbia
53. (US 231 part, US 82 part, US 80 part, US 280 part, US 411 part) from the Florida Line south of Grangeburg via Cottonwood, Dothan, Midland City, Troy, Montgomery, Wetumpka, Sylacauga, Harpersville, Pell City, Ashville, Oneonta, Arab, Huntsville, and Ardmore to end at the junction with Interstate 65 south of the Tennessee Line
54. From a junction with Alabama 9 (US 331) in Florala via Hacoda to end at the junction with Alabama 52 west of Samson
55. (US 331 part, US 29 part, US 84 part, US 31 part) from the Florida Line in southwest Florala via Andalusia to end at the junction with I-65 west of Georgiana
56. From the Mississippi Line west of Chatom via Chatom to end at the junction with Alabama 13 (US 43) in Wagarville
57. (US 45 part) from a junction with Alabama 17 at Deer Park, via Fruitdale, to end at the Mississippi Line northwest of Yellow Pine

58. Number not used – Route eliminated 08/14/15.
59. (US 90 part, US 31 part) from a junction with Alabama 182 in Gulf Shores via Foley, Robertsdale, Loxley, Stapleton, Bay Minette, and Stockton to end at the junction with Alabama 21 in Uriah
60. From a junction with Alabama 14 at Wedgeworth northeasterly to end at the junction with Alabama 69 near Havana
61. From a junction with Alabama 8 (US 80) in Uniontown via Newbern to end at the junction with Alabama 14 in Greensboro
62. From a junction with Alabama 227 at Meltonsville westerly to end at the north entrance to an industrial facility
63. From a junction with Alabama 14 at Claud via Eclectic, Alexander City, and Hackneyville to end at the junction with Alabama 9 south of Millerville
64. From a junction with Alabama 13 (US 43) south of Green Hill via Lexington to end at the junction with Alabama 207 north of Anderson
65. From a junction with Alabama 2 (US 72) north of Paint Rock via Garth, Trenton, Hollytree, Princeton, Swaim, and Larkin to end at the Tennessee Line north of Francisco
66. From a junction with Alabama 28 at Consul easterly to end at the junction with Alabama 5 southwest of Safford
67. (US 72 Alt part) from a junction with Alabama 53 (US 231) south of Summit via Hulaco, Somerville, and Decatur to end at the State Docks Property north of Alabama 20 (US 72 Alt) in Decatur
68. (US 11 part, US 411 part) from a junction with Alabama 75 north of Albertville via Crossville, Collinsville, Leesburg, Centre, Cedar Bluff, and Gaylesville to end at the Georgia Line east of Gaylesville
69. (US 43 part, I-359 part, US 80 part, Alternate US 78 part, I-65 part, US 31 part, US 278 part) from a junction with Alabama 177 in Jackson via Coffeerville, 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 Columbian a
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 Pochahontas 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 Tuscumbia northerly via Muscle Shoals and across Patton Island Bridge to the junction of Alabama 157, thence easterly along Veterans Drive and northerly and westerly along Cox Creek Parkway to end at the junction of Alabama 20 west of Florence
134. (US 84 part) from a junction with Alabama 9 and Alabama 12 (US 331 and US 84) north of the L&N Railroad in Opp easterly via Ino, Turner Crossroads, Enterprise, Daleville, Newton, Midland City, and Headland to end at the junction with Alabama 95 near Columbia
135. Number not used – Route eliminated 11/18/16
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, to end at Homewood – 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 Coffeetown 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, Loflin, and Fort Mitchell to end at the junction with Alabama 1 (US 431) in Phenix City
166. From a junction with Alabama 141 at Danleys Crossroads easterly to end at the junction with Alabama 12 (US 84) in Elba
167. (US 84 part) from the Florida Line southeast of Hartford northwesterly via Hartford, Highbluff, Enterprise, and Folsom Bridge to end at the junction with Alabama 87 south of Spring Hill
168. From a junction with Alabama 75 in Douglas easterly via Boaz and Kilpatrick to end at the junction with Alabama 68 west of Crossville
169. (US 80 part) from a junction with Alabama 1 (US 431) northeast of Seale northerly via Crawford to end at the junction with Alabama 51 in Opelika
170. From a junction with Alabama 9, Alabama 21, and Alabama 53 (US 231) in Wetumpka northeasterly to end at the junction with Alabama 63 in Eclectic

171. (US 43 part, Alternate US 78 part, US 278 part, Alternate US 78 part) from a junction with Alabama 13 (US 43) north of Northport northwesterly via Newtonville, Fayette, Winfield, and Guin to end at the junction with Alabama 17 (US 43) in Hamilton
172. From a junction with Alabama 19 at Vina easterly via Hodges and Hackleburg to end at the junction with Alabama 13 in Bear Creek
173. From a junction with Alabama 1 (US 431) in Headland via Newville and Capps to end at the junction with Alabama 27 southwest of Abbeville
174. (US 411 part) from a junction with Alabama 7 (US 11) in Springville southeasterly via Odenville to end at the junction with Alabama 53 (US 231) north of Pell City
175. From a junction with Alabama 14 west of Sprott northerly to end at the junction with Alabama 5 south of Heiberger
176. From a junction with Alabama 68 southeast of Collinsville northeasterly via Dogtown along Little River Canyon to end at the junction with Alabama 35 southeast of Fort Payne
177. From a junction with Alabama 13 (US 43) at Jackson southeasterly and northeasterly via Jackson to end at the junction with Alabama 13 (US 43) north of Jackson
178. From a junction with Alabama 13 (US 43) north of Grove Hill easterly to end at the junction with Main Street in Fulton
179. From a junction with Alabama 74 (US 278) at Howelton northerly via Aurora to end at the junction with Alabama 168 west of Boaz
180. From the end of the paved road in Fort Morgan Historic Park easterly via Gulf Shores 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 Nitrato 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 Centreville
220. Number not used
221. From a junction with Alabama 41 southwest of Camden northerly to end at the junction with Alabama 28 northwest of Camden
222. Number not used
223. From a junction with Alabama 15 (US 29) northwest of Banks northeasterly via Saco to end at the junction with Alabama 6 (US 82) in Union Springs
224. Number not used
225. From a junction with Alabama 3 (US 31) near Spanish Fort northerly to end at the junction with Alabama 59 at Stockton
226. Number not used
227. From a point on the DeKalb-Etowah County line northerly via Crossville and Geraldine to end at the junction with Alabama 1 and Alabama 79 (US 431) in Guntersville
228. Number not used
229. From a junction with Interstate 85 South of Milstead northerly via Tuckabatchie, Tallassee, Burlington, Kent, and Red Hill to end at the junction with Alabama 63 south of Martin Lake
230. Number not used
231. US Route Number- not used
232. Number not used
233. From a junction with Alabama 129 in Glen Allen northerly to end at the junction with Alabama 74 (US 278) west of Natural Bridge
234. Number not used
235. From a junction with Alabama 38 (US 280) in Childersburg northerly along Plant Road to end at the junction with a paved county crossroads south of the CSX Railroad crossing at Grasmere
236. Number not used
237. From a junction with Alabama 172 west of Bear Creek northeasterly via Shady Grove to end at the junction with Alabama 13 in Phil Campbell
238. Number not used
239. From a junction with Alabama 30 in Clayton northeasterly along the western bypass and Louisville Street northwesterly along Midway Street via Smuteye to end at the junction with Alabama 15 (US 29) south of Union Springs
240. Number not used
241. From a junction with Alabama 74 (US 278) at White House northerly via Lumbull to end at the junction with Alabama 237 southwest of Phil Campbell
242. Number not used
243. From a junction with Alabama 195 near Rabbit Town via Pebble to end at the junction with Alabama 24 in Russellville
244. Number not used
245. From a junction with Alabama 10 in Greenville northwesterly to end at the junction with Alabama 185 in Greenville
246. Number not used
247. From a junction with Alabama 24 east of Red Bay northeasterly via White Oak to end at the junction with Alabama 2 (US 72) west of Tuscumbia near Pride

248. From a junction with Alabama 27 in Enterprise easterly to end at the west gate of Fort Rucker Reservation
249. From the north boundary of Fort Rucker Reservation northeasterly to end at the junction with Alabama 27 in Ozark
250. Number not used
251. From a junction with Alabama 3 (US 31) in Athens northerly to end at the junction with Alabama 53 in Ardmore
252. Number not used
253. From a junction with Alabama 118 and Alabama 171 (US 78 and US 43) in Winfield northerly via Twin, Pearces Mills, and Brinn to end at the junction with Alabama 172 in Hackleburg
254. Number not used
255. From Redstone Arsenal Gate 9, approximately 0.40 mile south of Interstate 565 northerly to end one mile east of Pulaski Pike in Huntsville
256. Number not used
257. From a junction with Alabama 195 at Five Points north of Jasper northerly via Curry to end at milepost 10 northeast of Lewis Smith Lake in Winston County
258. Number not used
259. From a junction with Alabama 9 in Equality northeasterly to end at the junction with Alabama 22 in Alexander City
260. Number not used
261. From a junction with Shelby County Road 17 in Helena northeasterly to end at the junction with Alabama 3 (US 31) south of the Jefferson county line
262. Number not used
263. From a junction with Alabama 185 northwest of Greenville northwesterly to end at the junction with Alabama 21 near Braggs
264. Number not used
265. From a junction with Alabama 21 and Alabama 47 in Beatrice northerly via Chestnut and Fatama to end at the junction with Alabama 28 and Alabama 41 in Camden
266. Number not used
267. Number not used – Route eliminated 10/22/15
268. Number not used
269. From a junction with Avenue “V” and 20th Street in Ensley along 20th Street to Avenue “B” thence north across the Ensley viaduct via Mulga, Birmingham, Powhatan, Copeland Ferry Bridge, and Parrish to end at the junction with Alabama 69 in Jasper
270. Number not used
271. From a junction with Alabama 6 and Alabama 53 (US 82 and US 231) in southeast Montgomery northeasterly to end at a point approximately 0.50 mile north of Interstate 85 in Montgomery at AUM
272. Number not used
273. From a junction with Alabama 68 near Leesburg northeasterly to end at the junction with Alabama 35 near Blanche
274. Number not used
275. 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 Alabama 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



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