



ALDOT
ANNUAL
REPORT
2022

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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Transmittal Letter to Gov. Ivey



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 28, 2023

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 111th Annual Report. Additional copies are available by contacting Mrs. Haley Ansley at (334) 242-6729.

Sincerely,


John R. Cooper
Transportation Director

JRC/TH/

Enclosure

Management Data

Alabama Department of Transportation Central Office,
Bureau and Region Leadership as of September 30, 2022

Transportation Director

JOHN R. COOPER

Finance and Audits Bureau

JEFF HORNSBY

Legal Bureau

BILL PATTY

Special Counsel

ELLEN LEONARD

Office of Transportation Enforcement

COREY MASKE

Chief Engineer

ED N. AUSTIN

Office of Engineering Services

BRIAN DAVIS

Policy and Planning

CLAY P. MCBRIEN

Local Transportation Bureau

BRAD LINDSEY

Office Engineer Bureau

JOE LISTER

Computer Services Bureau

TERENCE BURKE

Research and Development Bureau

KIDADA DIXON

Pre-Construction

MATT LEVERETTE

Bridge Bureau

TIM COLQUETT

Design Bureau

STAN BIDDICK

Office of Quality Control Bureau

BRIAN INGRAM

Right-of-Way Bureau

PHILIP SHAMBURGER

Operations

GEORGE H. CONNER

Construction Bureau

STACEY GLASS

Equipment Bureau

STAN CARLTON

Maintenance Bureau

STACEY GLASS

Materials and Test Bureau

SCOTT GEORGE

Region

North Region Engineer

CURTIS VINCENT

East Central

Region Engineer

DEJARVIS LEONARD

West Central

Region Engineer

WALLACE C. MCADORY, III

Southeast Region Engineer

STEVE GRABEN

Southwest Region Engineer

MATTHEW ERICKSEN

Fleet Management

WILLIE BRADLEY

Administration

LAMAR WOODHAM

Aeronautics Bureau

FRANK FARMER

Air Transportation

JAMES KELLEY

Compliance and Business

Operations Bureau

CLARENCE HAMPTON

Media and Community

Relations Bureau

TONY HARRIS

Training Bureau

LYNN CHILDS

Personnel Bureau

PHILLIP MCINTOSH

Department History

Alabama Department of Transportation Central Office, Bureau and Region Leadership as of September 30, 2022

Term	Governor	Highway Commission Chairman
1911-1915	Emmet O'Neal	Robert E. Spragins
1915-1919	Charles Henderson	Robert E. Spragins
1919-1923	Thomas E. Kilby	John Craft (1919) John A. Rogers (1919-1923)

Term	Governor	Highway Director
1927-1931	Bibb Graves	Woolsey Finnell
1931-1935	Benjamin M. Miller	Langdon G. Smith
1935-1939	Bibb Graves	Gaston Scott
1939-1943	Frank M. Dixon	Chris J. Sherlock (1939-1942) W. Guerry Pruett (1942-1943)
1943-1947	Chauncey M. Sparks	G. R. Swift (1943-1945) E. N. Rodgers (1945-1947)
1947-1951	James E. Folsom	Ward W. McFarland
1951-1955	Gordon Persons	W. Guerry Pruett
1955-1959	James E. Folsom	Herman L. Nelson
1959-1963	John Patterson	Sam Englehardt
1963-1967	George C. Wallace	E. N. Rodgers (1963-1964) Herman L. Nelson (1964-1967)
1967-1968	Lurleen B. Wallace	Herman L. Nelson
1968-1971	Albert P. Brewer	Robert G. Kendall (1968-1969)
1971-1975	George C. Wallace	W. Guerry Pruett (1971-1972) Ray D. Bass (1972-1978) Dan H. Turner (1978-1979)
1979-1983	Forrest "Fob" James	Rex K. Rainer (1979-1980) Bobby James Kemp (1980-1983)
1983-1987	George C. Wallace	Ray D. Bass
1987-1991	Guy Hunt	Royce G. King Perry E. Hand (1991-1993)

Term	Governor	Transportation Director
1993-1995	James E. Folsom, Jr.	G.M. Roberts
1995-1999	Forrest "Fob" James	Jimmy Butts
1999-2003	Don Siegelman	G.M. Roberts (1999-2001) Paul E. Bowlin (2001-2003)
2003-2011	Bob Riley	Joe McInnes (2003-2011)
2011-2015	Robert Bentley	John R. Cooper
2015-2017	Robert Bentley	John R. Cooper
2017-2019	Kay Ivey	John R. Cooper
2019-Current	Kay Ivey	John R. Cooper

A Year in Review

Mobile River Bridge and Bayway

In 2022, ALDOT entered an era when mega-projects began dotting the landscape more than at any time since the construction of the interstate highway system. The largest of these mega-projects is the Mobile River Bridge and Bayway. There are also several large Rebuild Alabama projects under construction and in the pipeline.

This year, a revised \$2.7 billion Mobile River Bridge and Bayway project began moving forward. The Mobile and Eastern Shore Metropolitan Planning Organizations on July 27, 2022, in separate unanimous votes, added the project to their respective Transportation Improvement Programs.

Adding the project to their TIPs was a critical step allowing eligibility for federal funding.

The project could be under construction as soon as 2024.

Rebuild Alabama Paving the Way to the Future

Signature projects in Governor Kay Ivey's Rebuild Alabama program moved forward, as the final phasing in of the 10-cent per gallon excise tax increase on gasoline and diesel became effective on Oct. 1, 2021, the first day of the new fiscal year.

Rebuild Alabama is a game changer that continues to improve the state's overall transportation network and quality of life for Alabamians. In less than four years, Rebuild Alabama has made road and bridge projects possible in all our state's 67 counties, through the local grant programs created by the act as of the end of Fiscal Year 2022.

ALDOT is using its share of new funding on projects that relieve congestion. Funding is also going to projects that will provide more than a dozen Alabama counties with their first four-lane connectivity to an interstate highway.



A rendering of the proposed Mobile River Bridge and Bayway Project set to begin in early 2024.

One specific economic development challenge that many counties face is four-lane access to an interstate. At the time of the Rebuild Alabama Act's passing, 17 counties lacked this access. For example, the West Alabama Corridor will provide direct Port access to a portion of our state that is primed for industrial development.

ALDOT has several projects underway and plans to address this specific need to create new opportunities in areas of the state where they are most needed. A project well underway is adding lanes on US-411 from Turkeytown to Cherokee County Road 20 in Etowah and Cherokee counties. Also nearing completion in Limestone County is phase 1 of an improvement project to the Tanner interchange (Exit 347) on I-65 at Huntsville-Browns Ferry Road and additional lanes connecting to I-65 to improve access for the new Toyota/Mazda plant.

Other announced economic development road projects include the West Alabama Corridor to

A Year in Review continued

add lanes on US-43 and SR-69 in Clarke, Marengo and Tuscaloosa counties from Thomasville to Moundville. A connector from Fayette to I-22 to add lanes on US-43 and SR-129 in Fayette and Marion counties and a project adding lanes on SR-52 from Malvern to Hartford in Geneva County have also been announced. These projects represent a unique economic development opportunity for the citizens of Alabama.

Currently, ALDOT has several congestion-relief projects underway. In Limestone County, additional lanes have been added on I-565 from I-65 to the County Line Road interchange. Additional lanes are also being added in Tuscaloosa to McFarland Boulevard (US-82) from Rice Mine Road to SR-69. And in Prattville (Autauga County), the Rebuild Alabama Act is helping close a gap in the Highway 82 Bypass with additional lanes from US-31 to SR-14 to relieve a traffic bottleneck. Another lane addition project is underway in Mobile County on I-10 west of Mobile, targeting a Summer 2024 completion date. A project to add lanes to I-59 in Jefferson County from I-459 to the Chalkville Mountain Road interchange is expected to be contracted in 2023.

To address projects of local interest, the Rebuild Alabama Act established the ATRIP-II and Annual Grant Programs. These are application-based programs that cities and counties can use to help address needs in their communities. Per law, the ATRIP-II program is to allocate \$30-\$50 million per year to projects of local interest on the state, U.S., and interstate highway systems. The Annual Grant Program is to allocate no less than \$10 million per year to local projects at the discretion of cities and counties. To date, these two programs have awarded more than \$130 million in state transportation funding across all 67 counties.

Any way you slice it, the Rebuild Alabama Act is a historic piece of legislation. It is a game

changer that will continue to make a difference not just in terms of transportation, but also from a public safety and economic development standpoint. Four years in, one thing is clear: Alabamians will reap the benefits of Rebuild Alabama for years to come.



2022 Legislative Wrap Up

The 2022 session of the Alabama legislature saw several bills passed that related to ALDOT operations and employees. Most notably, Governor Kay Ivey signed bills that helped modernize ALDOT bond payments, clarified lane widths, further aided in the quick clearance of crashes and created the Alabama Airport Economic and Infrastructure Program.

Senate Bill 67, sponsored by Sen. Clyde Chambliss, removed a requirement to secure with state funds, from first proceeds to the Public Road and Bridge Fund, in the amount of federal funds to make payments on GARVEE Bonds. This frees up state funds for matching federal funds through the fiscal year rather than withholding those funds. This modernizes how ALDOT deals with bond payments in today's market using GARVEE Bonds.

Other bills passed that impacted ALDOT operations were Senate Bill 154 from Sen. Randy Price and House Bill 504 from Rep. Philip Pettus. SB 154 clarified language in state law to ensure that an 8 ½ foot trailer is legal in any width lane of a highway. Previous law stipulated these trailers were only legal in a 12-foot lane. HB 504 authorized local law enforcement, in addition to ALDOT and State Troopers, to move vehicles involved in minor crashes from roadways. This change will greatly aid in keeping traffic moving on busy roadways.

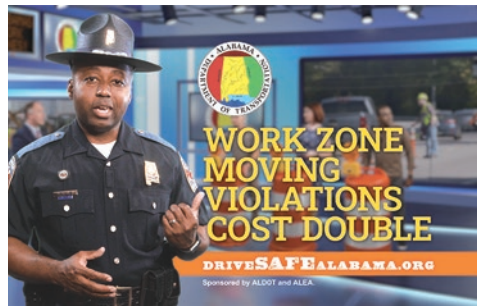
Another piece of legislation, Senate Bill 83 created the Alabama Airport Economic and Infrastructure Program. This sets the stage for a new grant program administered in much the same manner as the current Airport Development grant program and could help provide much-needed funds to Alabama airports.

Personnel Changes

There were several new bureau chief appointments and some Region Engineer transitions made during the 2022 Fiscal Year. Assistant Chief Engineer for Pre-Construction William Adams retired and Matt Leverette was promoted to the position. Stacey Glass was named Construction Bureau Chief and Eric Christie was named Maintenance Bureau Chief. Terrence Burke was promoted to Computer Services Bureau Chief. Wallace McAdory was promoted to West Central Region Engineer.

Drive Safe Alabama Update: Driving through Work Zones—Not a Game

Game shows like Jeopardy and Family Feud attract large TV viewing audiences. Building on this popularity, the new game show-inspired public service announcement from Drive Safe Alabama was created to bring attention to a recent change to the Alabama work zone law. "Not a Game," is the theme of the new PSA. Television and radio stations statewide broadcast the PSA, and the campaign was shared on the Drive Safe Alabama Twitter and Facebook pages.



ALEA Trooper Reginal King tells PSA viewers that work zone violations are not a game. *top row*

The new PSA with a game show theme highlights double fines for work zone violations. *bottom row*

ATIB Helps Move Local Transportation Projects Forward

The Alabama Transportation Infrastructure Bank (ATIB) is an ALDOT program that provides low-interest loans to help fund transportation projects within the state. The goal is to leverage state and federal funds, accelerate priority transportation projects, spur economic development and assist local governments with their transportation needs.

In 2022, the Bullock County Commission entered into an agreement to secure \$5 million dollars of funding that will be used to improve the county's road system. Through the ATIB, the county obtained favorable borrowing rates and reduced transaction costs in securing a fifteen-year revenue bond.

This funding source will allow for needed road improvements to be constructed more quickly. Over 70 miles of the county's road system are slated to be improved with this money. All the Bullock County projects are expected to be completed within three years of the funding approval.

ALDOT Starts CDL Training Courses to Meet New Federal Requirements

Many jobs at the Alabama Department of Transportation require employees to have special licenses, certifications and training. In February of 2022, new federal requirements for entry-level driver training for the commercial driver's license (CDL) went into effect. To help those employees, ALDOT created its own CDL Training Course approved by the Federal Motor Carrier Safety Administration. ALDOT has trained approximately 400 employees during its CDL training program in 2022.

ALDOT Adds New Logo

With last year's redesigned ALDOT website came the need for an ALDOT logo that would work well on digital devices and present a modern, updated look for the agency.

The new wordmark logo serves as an official logo without conflicting with or replacing the formal ALDOT seal. The ALDOT seal will still be used for official ALDOT business, such as on contracts and other legal agreements.



Going the Extra Mile for Safety

ALDOT has developed a training and certification course that is focused on creating and maintaining a culture of worker safety and proper deployment of temporary traffic control devices. Improving the culture of safety at ALDOT begins with a mindset that we work together to make sure we all go home safely at the end of each day. The class is available for all ALDOT maintenance personnel involved with scheduling maintenance activities and those who actively work within a temporary work zone.

To help bring attention to safety and keep the importance of safety top of mind, the new ALDOT ALSafe, Go the Extra Mile for Safety brand will be used on safety apparel and internal safety communications.



Lanett Welcome Center Grand Re-Opening

Gov. Kay Ivey headlined the program of speakers to celebrate the re-opening of the newly built Lanett Welcome Center on Jan. 14, 2022.

The Lanett Welcome Center, located on the southbound side of Interstate 85 in Chambers County near the Georgia state line, is expected to host more than 200,000 vehicles annually. The 16,000-square-foot state-of-the-art facility will serve as the shiny new "front door" to the state for travelers. It features live traffic information from the ALGO Traffic System displayed on two large screens inside the Welcome Center. There are also improved restrooms, an indoor concessions area and a larger information desk. Picnic tables and dog walks will be available outdoors, as well. This new facility will also serve as the template for updates to other welcome centers across the state going forward.



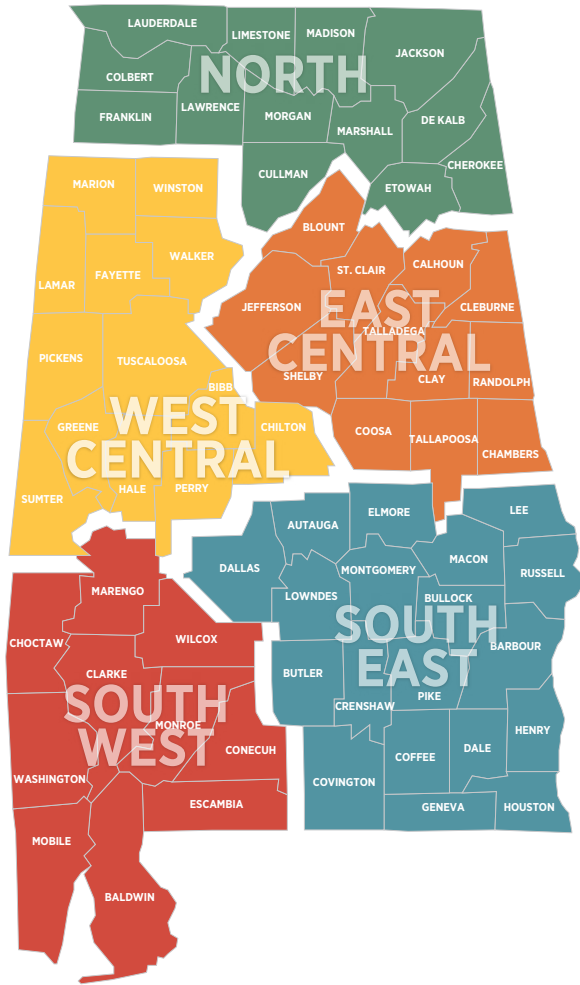
Gov. Ivey cuts the ribbon
at the grand re-opening. *top row*

Gov. Ivey joins in celebrating
the reopening of the Lanett
Welcome Center. *bottom row*

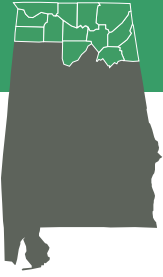
An aerial photograph of a residential area, likely a golf course or country club, featuring a winding road, several buildings, and a dense forest of green trees. The image is overlaid with a semi-transparent green filter.

Region
Updates

Regions



There are five regions and forty-one districts 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, property, utilities and businesses.



North Region

In 2022, ALDOT North Region made major strides on many large-capacity projects, including several funded by Rebuild Alabama. Some other projects to address capacity needs were being funded through federal grants or through partnerships with the City of Huntsville, which is the center of growth in north Alabama. Huntsville is the largest city in the state and the second largest metropolitan area.

County Projects

In Limestone County, the transformation of Huntsville Brownsferry Road, a two-lane county road between US-31 and I-65, to a five-lane state route was underway. Construction of the first phase, widening of the overpass at the Tanner interchange at I-65 Exit 347, was completed. Despite delays due to utility relocations, construction on the second phase, adding lanes and replacing bridges and culverts on what is now SR-304, was about one-quarter complete. Contracts for these projects total more than \$16 million. The state's SR-304 expansion complements a series of City of Huntsville projects expanding Huntsville Brownsferry Road east of I-65 and the construction of Greenbriar Parkway to form a five-lane/divided-four-lane corridor extending approximately 13 miles from US-31 to County Line Road just north of I-565. This new corridor provides access to a developing area of Limestone County that is home to the Mazda Toyota Manufacturing Facility and other industries.

In Madison County, ALDOT was engaged in preliminary engineering for the estimated \$50 million widening of the three-mile, four-lane segment of I-565 from County Line Road to Wall Triana Highway in Madison. The project is anticipated to let in 2023. Once the project is complete, the interstate spur will be six lanes from I-65 to downtown Huntsville.

In Etowah County, Transportation Director John Cooper in May announced plans to proceed with the East Gadsden Connector using state funds. The concept for creation of the roughly \$65 million corridor, which will extend SR-759 (a short state route at the terminus of I-759) to U.S. 431 and U.S. 411, was shown at a public involvement meeting in August.

Also in Etowah County and neighboring Cherokee County, the \$34.3 million Rebuild Alabama project to relocate and expand the final segment of US-411 from Turkeytown to Leesburg, completing the four-lane corridor between Gadsden and Centre and providing Cherokee County with its first four-lane connection to an interstate, was more than 75 percent complete.

Significant progress was being made in addressing a troubled segment of Interstate 59 in northern Etowah County and throughout DeKalb County to the Georgia state line, which is being replaced in roughly eight-mile segments. One project on the northbound roadway was completed, work began on another, and a third project was let near the end of the year. These three projects combined represent a roughly \$110 million investment toward replacement of this corridor.

In Cullman County, a \$12.8 million project funded through a federal Better Utilizing Investment to Leverage Development (BUILD) grant, to add lanes to nearly four miles of SR-157 between US-31 and SR-69 in Cullman, neared completion. Bridges for the new northbound roadway were previously constructed at a cost of about \$6 million.

An estimated \$30 million project in Lauderdale County, partially funded by another BUILD grant, to add lanes to 1½ miles of US-72 from Indian Springs Drive to Sky Park Road, is anticipated to let in early 2023.

City Projects

A project funded by the state's combined \$250 million funding agreement with the City of Huntsville was nearly completed in 2022. The project added lanes and a divided median



After over 40 years of standing watch over the Alabama Welcome Center near the Tennessee line, the iconic Saturn 1B rocket, on loan to the U.S. Space and Rocket Center from NASA, will be removed since it has fallen into disrepair. Closed for demolition in late 2022, the welcome center is currently being replaced and is scheduled to open in 2024.

barrier on SR-255 (Research Park Boulevard) between US-72 (University Drive) and Old Madison Pike. Two other major projects included in the agreement are anticipated to let in 2023: The state-led extension of the US-231 (North Memorial Parkway) expressway to include an overpass at Mastin Lake Road, and a city-led project to construct Northern Bypass frontage roads from Pulaski Pike to US-231. The Department continued working with the cities of Huntsville and Madison on planning for future widening of US-72 West from Providence Main in Huntsville into the City of Madison.

Bridge Projects

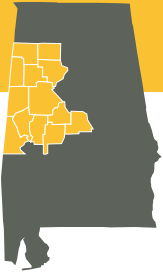
A \$6.3 million rehabilitation of the Captain John Snodgrass truss bridge over the Tennessee River on SR-117 near Stevenson in Jackson County, originally expected to take about two years, began in early 2022 and was already nearing completion by the end of the year. Preliminary engineering was underway for an estimated \$11 million rehabilitation of the Tennessee River Bridges on I-65 between Morgan and Limestone

counties. That project is anticipated to let in late 2023 or early 2024.

Other bridge projects included the \$5 million replacement of the US-43/US-72 bridges over Ashe Boulevard in Sheffield in Colbert County, the \$3 million replacement of the US-31 southbound bridge at Cedar Creek in Falkville in Morgan County, the \$2.6 million replacement of two bridges with large culverts on SR-36 at Gum Spring Creek and Roan Branch east of Hartselle in Morgan County, and the replacement of the SR-168 bridge over Short Creek near Boaz in Marshall County, all of which were complete or nearly complete in 2022. Two significant bridge projects began: The \$4.25 million replacement of the SR-101 bridge over Big Nance Creek north of Town Creek in Lawrence County and the \$4.4 million replacement of the SR-247 bridge over Cedar Creek north of Red Bay in Franklin County.

Other Projects

Also, a \$3.6 million roundabout was installed at SR-251 and Lindsey Lane in Athens.



West Central Region

The West Central Region is home to several major ongoing and upcoming projects that will improve connectivity and mobility. The Region also completed several resurfacing and bridge projects in Fiscal Year 2022.

Highway and Interstate Improvements

Governor Kay Ivey visited Fayette County in early 2022 to announce the West Central Alabama Highway. The 16-mile project will widen US-43 from an existing two-lane to a four-lane divided route from Highway 102 to approximately two miles south of downtown Winfield. The project will include the construction of a Winfield bypass and widen Highway 129 from an existing three-lane to a five-lane route from Highway 118 to approximately one mile south of Interstate 22. The project is expected to improve safety and mobility and provide the area with easier access to Interstate 22. The project will be solely funded through the Rebuild Alabama Act. A start date has yet to be announced.

The West Alabama Highway on US-43 from the intersection of Highway 5 in Thomasville to the Linden Bypass and on Highway 69 from the Linden Bypass to north of Moundville will improve transportation connectivity through the heart of the Black Belt. The project will provide four-lane access to many areas of the state that do not currently have a four-lane roadway. The project spans approximately 70 miles of highway and includes 25 bridges. The project is expected to begin in 2023.

The West Central Region's first major Rebuild Alabama Act project in Tuscaloosa County is ongoing and is expected to improve traffic flow and reduce congestion along US-82 (McFarland Boulevard) from Highway 69 to Rice Mine Road. The 2.77-mile project will add a travel lane in each direction, provide better access management to businesses and a shared-use path for bicyclists and pedestrians. The latest traffic counts showed more than 50,000 trips made per day on the heavily traveled highway. Construction is expected to continue until Summer 2024.

The major US-11 project from Daimler Benz Boulevard in Tuscaloosa County to the Highway 5 intersection in Bibb County that will improve traffic flow and enhance safety is now underway. The 6.8-mile project will add lanes and a shared-use path to the roadway to accommodate the ongoing industrial development in the area. Construction will take approximately three years to complete.

The additional lanes and bridge replacement project on Interstate 20/59 from near Exit 73 to near Exit 77 over US-82 in Tuscaloosa is now finished. The undertaking will help move large volumes of traffic safely and efficiently, and will assist thousands of freight trucks that use the interstate. The project began in 2018 and was completed in 2022.

A fiber infrastructure project is underway along Interstate 20/59 in Tuscaloosa County for approximately 21 miles. The project is expected to improve mobility, safety, commerce and travel-time reliability during both normal operations and situations when roadway capacity or traffic demands adversely affect traffic operations. The project should be finished in 2023.

The Gordo Bypass, a 6.2-mile project, 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 was substantially completed in 2022, while the base and pave portion is expected to go to bid in 2023.

County Projects

Hale County had resurfacing projects on Highway 69 and Highway 14, while also featuring a curb-ramp installation project throughout multiple locations.

Pickens County completed a bridge replacement project on Highway 14 over Blubber



The crimson arched bridge on I-20/59 over McFarland Avenue welcomes drivers headed into Tuscaloosa.

Creek and finished another bridge replacement project on Highway 14 over Lubbub Creek.

Lamar County completed a resurfacing project on Highway 17 and began another resurfacing project on the same route.

Marion County substantially completed a resurfacing project on Highway 13 and nearly finished a six-mile resurfacing project on Interstate 22. The interstate will continue to receive attention as an 11-mile section will be resurfaced in 2023.

Walker County substantially finished a pair of resurfacing projects on Highway 69 and Highway 257 for a combined nine miles.

Bibb County completed the bridge replacement project on US-82 over Sandy Creek.

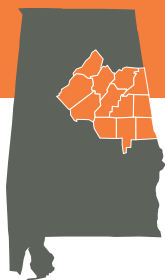
Sumter County finished two resurfacing projects on US-80, and a safety project is under construction at the intersection of US-80 and Highway 28.

Chilton County featured a bridge widening and resurfacing project on US-31 at the Exit 205 interchange on Interstate 65. Resurfacing projects were also completed on Highway 22, US-31 and US-82.

Perry County completed a slide repair and resurfacing project on Highway 14, while also finishing a curb-ramp installation project at various locations.

Greene County substantially completed two resurfacing projects on Highway 14 that spanned a combined eight miles.

Winston County began work on a rehabilitation project for the Duncan Bridge. The historic bridge on Highway 257 was given to ALDOT from the county. The project is expected to be completed in 2024.



East Central Region

The East Central Region had several ongoing and upcoming projects. These projects will improve connectivity and mobility.

CityWalk BHAM

During the Fiscal Year 2022, the CityWalk BHAM project was completed under the I-59/20 CBD bridges. CityWalk BHAM is a 31-acre project, which spans 10 city blocks, from 15th Street North to 25th Street North—almost a mile in length—and includes recreational, art, performance, sports, and green spaces; a skate park facility; market areas; a dog park and more. It is proving itself to be where Birmingham gathers.

In July 2022, the City of Birmingham hosted The World Games (TWG), and CityWalk was a crucial part of the ability to host the Games and provide public, outdoor usable space for events and entertainment. The contractor, Brasfield and Gorrie, LLC, met an aggressive schedule and had the public space ready in time for event setup and use. The Birmingham Area with assistance from the Alex City Area and others worked tirelessly to have the city's interstates and state routes looking their best for guests from around the world to see. They also worked long hours during the event to provide traffic control and any other assistance to accommodate traffic and keep spectators safe. Thanks to their efforts, TWG was successful in showing the City of Birmingham impressively to the world.

For additional information, please visit the website [CityWalkBham.com](https://www.citywalkbham.com) and follow us on [Facebook @ CityWalkBham.com](#).

Elsewhere in East Central Region.

There are many other projects that have been recently completed or are under construction. Some of the major projects include:

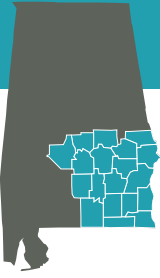
- Bridge replacement on SR-5 (US 78) over Locust Fork of the Black Warrior River, Jefferson County
- Bridge replacement on SR-74 (US 278) over Locust Fork of the Black Warrior River in Snead Blount County
- Roadway widening on SR-7 (US 11) from the intersection of Chalkville Road to the Cahaba River Bridge in Trussville
- Concrete rehabilitation and steel blockout replacement on I-59 from Valley Road overpass to SR-5 (Arkadelphia Road) interchange in Birmingham
- Additional lanes on SR-119 from the intersection of CR-12 to the junction of CR-26 in Alabaster
- Red Mountain Expressway resurfacing, median barrier construction and auxiliary lanes, concrete rehabilitation, shoulder reconstruction
- Bridge rail retrofit and ramp improvements on I-59 from a point south of the junction of CR-10 in Trussville to a point past the St. Clair Line
- Pavement rehabilitation on I-59 from the Jefferson County Line to North of the SR-23 overpass southeast of Springville in St. Clair County
- Bridge replacement on SR-34 over Poor House Branch in Talladega
- Resurfacing on SR-275/SR-21 from south of Shocco Springs Road to CR-91/321 in Talladega



In the heart of downtown Birmingham, I-59/20 stretches over CityWalk's central fountain.

- Bridge replacement on SR-21 over Cheaha Creek in Talladega County
- US-431 access management and resurfacing in Calhoun County from SR-204 to Etowah County Line
- I-20 resurfacing in Cleburne County from SR-46 to CR-49
- I-20 resurfacing in Talladega County and Calhoun County from Bentley Pkwy to SR-21
- Reconstruction of the I-85 welcome center in Chambers County

Southeast Region



The Southeast Region of ALDOT has approximately 3,000 centerline miles through 19 counties in the Montgomery and Troy areas with six districts each. The Southeast Region covers the area from Dallas County to the Georgia state line and down through the Wiregrass to the Florida state line.

The Southeast Region continued to maintain our current infrastructure by resurfacing approximately 519 lane miles and accepted bids for three bridge projects throughout the region during the 2022 Fiscal Year.

Benjamin Fitzpatrick Bridge Project

One of the bridge projects that was awarded during the 2022 Fiscal Year was a long-awaited bridge painting and rehabilitation project for the Benjamin Fitzpatrick Bridge in Tallassee. In addition to painting, the bridge will undergo maintenance designed to extend the life of the bridge, including applying a layer of sealant to the concrete bridge deck. Other work will include a new fence, removing and repairing areas of concrete, and performing minor repairs to steel expansion joints and bearings.

The Benjamin Fitzpatrick Bridge opened to traffic on Dec. 10, 1940. At 1,738 feet long, it is the 87th longest bridge in Alabama. It is the state's highest bridge above water at a height of 143 feet above the Tallapoosa River. The bridge was last painted in 1999.

Capacity & Safety Projects

During the 2022 Fiscal Year, the Southeast Region continued to increase safety and efficiency throughout the region with four capacity projects and seven safety projects.

In August, the largest capacity project for the Region, Phase Three of the Ross Clark Circle expansion in Dothan, began. The third phase of the expansion project consists of installing additional lanes on Ross Clark Circle from south of Meadowbrook Drive South to North Cherokee Avenue and on U.S. Highway 231 from Girard Avenue to Buyers Drive.

As part of this phase of the project, service roads will be built along Ross Clark Circle from Meadowbrook Drive South to prior to Montgomery Highway (U.S. Highway 231). Once complete, the Ross Clark Circle expansion project will improve capacity along Ross Clark Circle and move traffic in a safer and more efficient matter.

One project the region utilized safety funds for was to improve an intersection in Ino, in Coffee County. The project consisted of realigning and converting the intersection of Alabama Highway 134 and County Roads 460 and 461 to a four-way stop. To complete the project, the hill on Alabama Highway 134 needed to be lowered. The lowering of the hill increased sight distance and improved safety through the intersection.

In February 2022, the Southeast Region expanded the Alabama Service & Assistance Patrol (ASAP) program to Lee and Chamber Counties. The focus of ASAP is to minimize interstate traffic congestion and assist motorists with getting to a safe location off the roadside. ALDOT first introduced ASAP in Birmingham, and in spring 2018, the Southeast Region introduced the program in Montgomery.

Fiscal Year 2022 also saw the expansion of the Regional Traffic Operations Program (RTOP) to Troy. RTOP was first implemented in the region in Fiscal Year 2021 in Prattville, Millbrook, Montgomery, and Wetumpka. The goal of RTOP is to optimize signal performance along corridors to increase safety and decrease travel time and is one of many strategies used to optimize the performance of a corridor using the infrastructure that is in place. There has been a 25-30% decrease in travel times where RTOP has been implemented.



A rendering of a roundabout at the intersection of SR-167 and SR-87 near Troy. The project is to increase safety and improve traffic flow by alleviating congestion during peak hours and improving sight distance.

Alabama Transportation Rehabilitation and Improvement Program-II

The Southeast Region personnel have helped numerous counties and municipalities submit applications for the Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II) since its implementation in 2020. In the 2022 Fiscal Year, there were three ATRIP-II projects let with six more projects awarded by the ATRIP-II Committee.

The Southeast Region is dedicated to continuing the improvement and maintenance of the transportation network throughout the region in Fiscal Year 2023 with more ATRIP-II, safety, capacity, bridge, and resurfacing projects.

Southwest Region



Big infrastructure improvements came to realization in 2022 for the Southwest Region. The largest project—The Mobile River Bridge and Bayway Project—will be the largest Mega-project in Alabama’s transportation history and will forever change how motorists travel and commute from Mobile to Baldwin County across the Mobile River.

Mobile River Bridge and Bayway Project

In July 2022, the Mobile (MPO) and Eastern Shore Metropolitan Planning Organizations (ESMPO) added The Mobile River Bridge and Bayway Project (MRB) to their Transportation Improvement Program. This critical step allows for increased federal funding and unique financing opportunities to be utilized on the estimated \$2.7 billion project. Having now entered the procurement phase, ALDOT is moving forward with this project utilizing funds from the \$125 million federal INFRA grant as well as a state funding commitment of at least \$250 million. Utilizing the innovative Progressive Design-Build procurement process, Statements of Qualifications (SOQ) from registered design-build teams are being reviewed with a selection pending in early 2023. Groundbreaking is anticipated for early 2024.

Other Mega-Projects and Capacity Improvements

Mega-projects continue in the upper reaches of the Southwest Region, with the West Alabama Corridor taking shape as its design-build team makes progress to provide a four-lane highway from Thomasville to Tuscaloosa. This initiative includes widening existing two-lane segments of US 43 and SR-69 to four-lane highways within the state’s Black Belt region and is expected to be underway in 2023. As part of that same initiative, the department took bids on the Linden Bypass, also known as the new SR-303, this year with a total contract cost of over \$139 million. This project includes 7.5 miles of four-lane divided highway and 10 new bridges. Work began on December 5, 2022, with an estimated completion date of early 2026.

Crews made extensive progress on the Safe 98 extension project this year with the construction of the Lott Road interchange as well as the

SR-158 extension from east of Glenwood Road to west of Lott Road in Mobile County. The Wilmer-Georgetown Road interchange was completed and opened to local traffic as well as a short portion of the new SR-158 highway from Schillinger Road to Lott Road. Construction continues on the Glenwood Road Overpass as well as the final project to place the required asphalt pavements. Once these are completed, this work along the SR-158 corridor will open to traffic and provide a two-lane connection from the Mississippi line to Schillinger Road in Mobile, which is anticipated in 2024. To further highlight the corridor’s success since its restart in 2015, the new U.S. 98/State Route 158 Corridor project was awarded the first-ever Clear Water Alabama Annual Award of Excellence by the Alabama Soil and Water Conservation Committee in September 2022. The award recognizes individuals and organizations that have demonstrated the importance of good stewardship of Alabama’s natural resources by the control of erosion and sediment, and the construction of stormwater infrastructure.

Turning the attention to other capacity projects, the Interstate 10 widening project in Mobile County is nearly 50% complete. Providing additional lanes between Exit 10 and Exit 15, this segment will provide additional capacity along this busy stretch of interstate that carries over 70,000 vehicles daily. In Baldwin County, progress along SR-181 continues as the second phase of widening the corridor to four lanes from County Road 64 in Daphne to County Road 104 in Fairhope nears completion. Excitingly, the US 31 widening project from SR-225 to SR-181 was completed and now provides motorists with a new five-lane highway to help address growing infrastructure needs in the area. Along the coastal communities, the Department received bids and work began on a third bridge across the Intercoastal Waterway in



A rendering of the proposed Mobile River Bridge and Bayway Project set to begin in early 2024.

Gulf Shores. The \$52 million project is projected to reduce traffic congestion for residents and visitors and provide additional hurricane evacuation routes.

Alabama Transportation Rehabilitation and Improvement Program-II

This year, the region was awarded over \$8.7 million in ATRIP-II funds for projects to be constructed on or benefiting the state highway network. ATRIP-II is a competitive grant program established by the Rebuild Alabama Act in 2019 that gives local agencies an opportunity to get projects of local interest built with dedicated state transportation funding. Examples of the projects that were awarded include funding for widening existing two-lane state highways, constructing safety improvements such as lighting and turn lanes, and innovative solutions such as roundabouts at congested intersections. These projects are scheduled to begin construction in 2023.

Grove Hill Area Bridges

Moving northward to the region's Grove Hill Area, several bridge replacement projects totaling nearly \$16 million began or were completed this year. These include the bridge replacements over the AGR Railroad on US-43, Cottonwood Creek on US-80 in Marengo County, and the replacement over Mud Creek on SR-5 in Wilcox County. Also, a 2021 ATRIP-II roadway lighting project along US-80 at the West Rock Mill in Marengo County was

completed in late 2022. The lighting project will improve safety by providing enhanced visibility at two different mill intersections with US-80 where multiple occurrences of nighttime crashes have occurred.

Resurfacing Efforts

Preventive maintenance resurfacing efforts within the Southwest Region received full attention as over \$65 million worth of interstate and state highway resurfacing work this fiscal year was performed, with nearly 300 lane-miles of roadways resurfaced throughout the region. The region anticipates completing roughly \$56 million worth of resurfacing work in FY 2023 with over 246 lane-miles planned to be resurfaced with new asphalt or concrete pavements.

Looking Ahead

As we look ahead to 2023, project development will continue as the region, along with our local public agency partners, continue to plan and work toward future construction projects. It is anticipated that over \$120 million in projects will be spent to widening existing over-crowded highways and interstates, replace critical bridges and construct numerous roadway, intersection and safety improvements across the region. Also, by seeking and potentially securing new funding sources provided through the Infrastructure Investment and Jobs Act (IIJA), efforts will help fund additional much-needed projects to help fulfill ALDOT's mission with stewardship and public trust.

An aerial photograph of the Edmund Pettus Bridge in Montgomery, Alabama, spanning the Alabama River. The bridge is a large steel arch bridge with a prominent archway. The name "EDMUND PETTUS BRIDGE" is visible on the bridge's structure. The surrounding city is visible, with various buildings and streets. The image has a green overlay, and the text "Administration & Bureaus" is written in white, italicized font, centered over the bridge. There are two green horizontal bars, one under "Administration" and one under "& Bureaus".

Administration

& Bureaus

Transportation Director

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 ensure 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 ensure 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.

Chief Engineer

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 15 years of 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, and Right of Way Bureaus, as well as the Office of Quality Control. The Assistant Chief Engineer for Policy and Planning directs the operation of the Local Transportation, Office Engineer, and Research and Development Bureaus, as well as the Office of Engineering Services.

Deputy Directors

Additionally, the Transportation Director, with the approval of the Governor, may appoint as many as three deputy directors. Each deputy director serves at the pleasure of the Transportation Director.

Administration *continued*

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 of operations, a deputy director of administration and a deputy director of fleet management.

Deputy Director of Operations

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

Deputy Director of Fleet Management

The function of the Deputy Director of 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.

Deputy Director of Administration

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.

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).

Airport Development Fund

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 primary revenue source provided by the State of Alabama for the bureau's airport improvement program and its operating budget. During the 2022 Fiscal Year, the tax for aviation fuel was

.095 cents per gallon and the jet fuel rate was .035 cent per gallon. The State collected aviation and jet fuel tax receipts of \$2,270,606.07 for the year. Adjustments, administrative expenses, and refunds to fuel suppliers and commercial air carriers totaled \$92,146.48 resulting in a net disbursement of \$2,178,459.59 to the Aeronautics Bureau.

Surplus Military Fields Fund

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

Aeronautics Bureau *continued*

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. 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 2022, the SMFF had a principal balance of \$6,926,310.45 invested in various interest-yielding instruments. Interest earned this fiscal year amounted to \$98,173.17. 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.

Programs and Grants for Improving Airport Infrastructure

During the 2022 session of the Alabama legislature, Senate Bill 83 created the Alabama Airport Economic and Infrastructure Program to be administered by the Aeronautics Bureau in much the same manner as the Airport Development grant program. The Alabama Airport Economic and Infrastructure Program could help provide much needed funds to Alabama airports in the future.

The Aeronautics Bureau 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 72 general aviation airports and six commercial service airports to plan and fund capital improvements for their facilities. With supplemental funds received from the Alabama Department of Economic and Community Affairs, the Aeronautics Bureau was able to issue \$4,038,840 in state grant funds to airports for planning,

capital improvement projects and airport pavement maintenance.

During the 2022 Fiscal Year, the FAA issued a total of \$94,297,035 in grants to airports within the State of Alabama. These grants consisted of \$26,604,972 in entitlement funds, \$24,906,360 in discretionary funds, \$4,423,145 in supplemental discretionary funds, \$5,704,914 in Bipartisan Infrastructure Law (Bil) funds and \$32,657,644 in American Rescue Plan Act (ARPA) funds.

The Aeronautics Bureau implemented an Alabama Pavement Maintenance Program (APMP) intended to provide financial assistance to the state's publicly owned airports for airfield pavement maintenance and rehabilitation. The APMP's main priority is to maintain and preserve the State of Alabama's public use airports' pavement system. Eligible projects included those related to pavement maintenance such as pavement sealcoats, micro-surfacing, crack sealing, and crack repair. Each request for APMP funding was evaluated based on demonstrated need, consistency with state and local plans, airport's compliance with state airport licensing standards, the availability of funds, and using the recently updated statewide airport pavement condition index study. In 2022, the Aeronautics Bureau awarded 11 APMP grants to 11 different airport sponsors for a total program amount of \$2,102,339. This total program amount included \$1,576,754 (75%) of State funding combined with a local airport sponsor's match of \$525,585 (25%).

Inspections & Licensing

Inspecting and licensing the State's public- and private-use airports and heliports are the second major function of the bureau. Except for personal-use facilities, airports and heliports owned or controlled by the federal government and FAA-certificated airports, the Alabama Department of Transportation must license all landing areas in the State of Alabama. It is the statutory responsibility of the bureau to conduct annual inspections of all licensed airports and heliports to ensure compliance with the minimum requirements of the 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 pre-cast, 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 assists with bridge design and plan preparation for 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 upon request.

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

During this reporting period, a total of 19 bridges were let to contract at a total cost of \$80,565,494.15. This represents a total of 408,112 square feet of bridge at an average cost of \$197.41 per square foot.

Compliance Bureau

The primary function of the Compliance Bureau is to ensure the regulatory compliance of construction projects and programs administered by ALDOT and federally mandated Civil Rights Programs that promote nondiscrimination in the workplace. Currently, to achieve this objective, the Bureau is composed of two operational units: Internal Programs and External Programs.

Internal Programs

The Internal Programs Unit is responsible for the administration and monitoring of four programs: Title VI, Internal EEO/Affirmative Action, National Summer Transportation Institute (NSTI), and Transportation Workforce Development (TWD).

Title VI Program

The Title VI Program ensures that ALDOT and its subrecipients are in compliance with Title VI of the Civil Rights Act of 1964 and all related nondiscrimination laws. During Fiscal Year 2022, Federal Highway Administration (FHWA) approved the Title VI Implementation Plan and the Title VI Goals and Accomplishments Report that were submitted by ALDOT. Both reports can be found on ALDOT's website. In addition, there were 31 Title VI reviews conducted and 31 consultant contracts reviewed.

Internal EEO/Affirmative Action Program

The Internal EEO/Affirmative Action Program monitors ALDOT's employment practices to ensure fair and equal treatment for all persons, regardless of race, color, religion, sex, national origin, or any other protected class. During Fiscal Year 2022, a statewide review was done to ensure that federal and state posters were properly placed on the employee bulletin boards.

National Summer Transportation Institute (NSTI) Program

The National Summer Transportation Institute (NSTI) Program is a two- to four-week summer program that is funded by Federal Highway Administration (FHWA) and monitored by ALDOT. The objective of the NSTI Program is to improve science, technology, engineering and math (STEM) skills and to introduce middle or high school students (particularly minority, female and disadvantaged youth) to transportation-related career opportunities.

Transportation Workforce Development (TWD) Program

The Transportation Workforce Development (TWD) Program is an internship program that is designed to expose high school students to career opportunities that exist in the transportation industry, while also enhancing work-readiness, life skills, and leadership development. In addition, the program gives college students the opportunity to gain experience in transportation-related careers that link to their specialized program of study. The TWD Program is funded by ALDOT on an annual basis. Alabama State University (ASU) was awarded the contract to implement the program for Fiscal Year 2022. There were eight students placed at ALDOT from October 1, 2021—September 30, 2022.

External Programs

The External Programs Unit encompasses the administration of three federally mandated Civil Rights Programs. The programs are as follows: Equal Opportunity Contractor Compliance, On-the-Job Training (OJT), and On-the-Job-Training Supportive Services (OJT/SS).

On-the-Job-Training Accomplishment Report

The annual OJT Accomplishment Report reflects the number of trainees enrolled and graduated on federal aid projects the past calendar year. The number of training hours are specified as a bid item and are modified to specify the number to be trained in specific classifications. The Training Special Provisions is a part of a contractor's equal employment and affirmative action program and is aimed at developing full journeymen/women in the type of trade or job classification involved.

Compliance Bureau *continued*

On-the-Job-Training Supportive Services

The OJT/SS Program is allocated FHWA funds to increase the effectiveness of approved training programs. During FY 2022, ALDOT's OJT/SS Program contracted with Bishop State Community College to provide a Heavy Highway Construction Pilot Training Program and a Pre-Apprentice Carpentry Pilot Training Program.

In addition, we contracted with Auburn University to provide a Highway Construction Craft Laborer Training Program. During FY 2022, the Heavy Highway Construction Pilot Training Program and Pre-Apprentice Carpentry Pilot Training Program graduated six participants. The Highway Construction Craft Laborer Training Program is currently in progress.

Computer Services Bureau

The Computer Services Bureau is responsible for assisting the bureaus and regions with managing, securing, utilizing, and sharing their information to support the overall mission of the department. 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.

Administrative Changes

In the administrative area of Computer Services, there were many structural changes due to the retirement of our Bureau Chief after 40 years of service; an Assistant Bureau Chief after 36 years of service, an IT Manager I with 33 years of service and an Office Manager with 23 years of service. There were an additional 14 retirements and/or resignations during the fiscal year. From October 1, 2021, to September 1, 2022, the bureau has made 41 employee promotions and 21 new hire appointments.

Computer Services Network Infrastructure

Computer Services Network Infrastructure expanded the SD-WAN deployment at several district sites using Cisco 1161 routers, completed the installation of Single-Mode fiber on the central office campus, deployed speed test servers at both the central office data center and Kershaw data center, performed network

rack cleanup and cable management at various locations and standardized the cable lengths for a cleaner appearance.

Development, Security and Operations

Information Security has taken steps to assist the developers with development, security and operations (DEVSECOPS) in their application building environments. DEVSECOPS is an iteration of DevOps that encompasses security as an additional layer wrapped around development and operations processes. Information Security has also been working closely with network operations to automatically collect logging from the Azure environment and digest the logs into Splunk for actionable alerts and dashboards. Information Security has been working with the techs around the state to reduce vulnerabilities in both the hardware and software environments. To date, the vulnerabilities have been reduced by 22% in just a few weeks.

Computer Services Bureau *continued*

CAMMS Group Projects

The CAMMS programming group implemented QR code technology resulting in significant cost savings and reduced resource waste for all ALDOT and industry workers needing CAMMS-generated certification cards.

The CAMMS group implemented PolyBase technology to interface with AASHTOWare Project (AWP) that allows for automatic transmission of special provisions as well as proposal project associations for Office Engineer personnel, saving them time and allowing them to view previously unavailable special provision documents.

Cloud, Authentication & VPN Improvements

The Network Application Services Team worked with members of the Cloud Architecture team to design and implement architecture for the Microsoft Azure Commercial (MAC) Cloud tenant. The Transportation Systems Management and Operations (TSMO) and other workloads from the Microsoft Azure Government (MAG) Cloud environment migrated to the Microsoft Azure Commercial (MAC) Cloud environment.

Modern Authentication for Exchange Online (ExO) to replace the basic/legacy authentication was enabled prior to Microsoft's deprecation deadline.

The services for (large) file sharing with external entities was migrated from our OwnCloud Solution to Microsoft 365 (M365) OneDrive for Business (ODfB). The transition procedures were documented, and individual support was provided when necessary.

The Network Access and Security Administration Team implemented a new feature to improve the end-user experience by no longer requiring the user to open the Forti-Token App to get a code when logging into the system via VPN. The Network Access and Security Administration Team also implemented a full tunnel VPN solution that allows remote vendors/contractors to maintain and service the IBM mainframe.

New Birmingham Firewall in Preparation for the World Games

There was a new firewall installed in Birmingham and policies for the City of Birmingham and ALDOT to connect to traffic signals in and around Birmingham for the World Games.

Tier I/II Help Desk

Data Center Operations has become a fully functioning Tier I/II Help Desk. Providing additional support services to the users by troubleshooting errors, software installations, and applying corrective actions decreases user's downtime and increases resolution efficiency.

Server Management & Security

The System Administration group performed several housecleaning activities such as server cleanup in Active Directory. All servers running Server 2003 were deleted. There are only nine servers running Server 2008 remaining on the network. Also, we are working with INFOSEC on the new Spycloud software, Tenable, and high-level security breaches in Active Directory. Finally, we are investigating implementing smart cards for user logins.

Engineering Systems Development

In the area of Engineering Systems Development, improvements were made to an existing application, which required collaborating with the CPMS section and the Equipment/Procurement Bureau. The application supports the equipment inventory scanning process, which is done by ALDOT staff across the state. With the modifications to the application, the Equipment Bureau was able to finally utilize the new scanners purchased in early 2022.

New Purchase Order System

The Document Management/Internet Support team published the new Purchase Order System online on October 1, 2022. The Purchase Order System is used to purchase new equipment, software, licensing, etc. by ALDOT staff as deemed necessary for daily operations.

Computer Services Bureau *continued*

The new system was built using a newer Microsoft technology (Power Platform), which allows access to the system/application from the cloud. Because Power Platform is a cloud-based technology, employees have a little more flexibility in submitting requests, as any system built in the platform environment is virtually accessible from any location or any device if users have been granted access.

GIS Section

The GIS section overhauled its existing infrastructure to accommodate a more service-based architecture moving forward, which allows ALDOT to maintain a higher level of geospatial data integrity. GIS also implemented in an

external Roads and Highways system that allows other entities access to a statewide authoritative route network, which further promotes ALDOT's collaborative abilities in this area. The Telecommunications group was able to resolve the FaxCore, E-911, Paging, Mitel Mobility App and Trunk Test Tool issues encountered after the Mitel Software Upgrade.

SAN Network Upgrade

The Infrastructure Platform Servers team successfully upgraded our SAN network with new hardware that includes four new SAN directors and SmartOptics switches. This infrastructure component is a critical element that many of ALDOT's business and IT operations rely on.

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.

Bureau Functions

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, and environmental impacts, and to ensure specification coverages. After construction begins on a project, the Bureau's primary function is to assist with the resolution of issues occurring during construction.

Environmental Technologies

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.

E-Construction

The e-Construction section continues to provide support and leadership in construction technology, including 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-ticketing, UAS usage for inspection and observation, and system coordination for all these technologies.

Safety Promotion

The Bureau supports the Department's efforts to promote worker safety, especially among personnel performing construction inspection duties. The Bureau contributes to this effort by arranging for safety presentations at various conferences and meetings, promoting networking opportunities with organizations such as the Associated Builders and Contractors, and acting in an advisory role for the areas.

Disadvantage Business Enterprises (DBE)

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 604 certified firms within its directory. The DBE Section continued their public outreach sessions 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 \$11,854,516 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.

SBE

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.

Current Projects

ALDOT's construction program currently has approximately 321 active projects underway at a contract amount of approximately \$2.47 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 four divisions: Preliminary Engineering, Traffic Engineering, Final Design and Quality Control. The Preliminary Engineering Division consists of Location Section, Environmental Technical Section, Stormwater Section, and Environmental Coordination Section. The Traffic Engineering Division consists of Traffic Design Section, Traffic and Safety Operations Section, and Safety Planning Section. The Final Design Division consists of two Roadway Design Sections and the Design Services Section. The Quality Control Bureau was incorporated into the Design Bureau this year and is responsible for conducting plan reviews and value engineering.

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 43 employees with 17 in office and 26 statewide survey crew. The section is responsible for engineering of corridor studies, bridge replacement studies, FAA clearance and traffic studies; reviews toll studies; and updates the status of the Appalachian Development Highway System. The section also performs statewide surveys; reviews consultant surveys; maintains photography, LiDAR, and mapping; and maintains the CORS network.

Location has three active corridor studies that provide design of preliminary alternatives, ROW limits, cost estimates, traffic analysis, and

alternatives comparison. This year, cost estimates were performed for 20 projects, including 12 special projects. Special projects require preliminary alternatives development, traffic analysis, and cost comparison estimations. Location reviewed one IJS document and prepared one IMS. We have six active bridge replacement projects and provided FAA clearance for 22 projects. Location reviewed 18 projects for Right-of-Way givebacks.

Location Survey collected survey for 10 separate projects and marked over 300 boring locations for soil studies on multiple projects. The GPS Control crew set 115 control points for 12 projects to be collected by our statewide crews as well as consultants. One Hundred and seventy-five control panels were established along 12 miles of interstate and state routes for high-precision mobile scanning. Over 150 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 of 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 36 requested data sets for photography and parcel data. This section was also responsible for processing 64 aerial LiDAR requests and 27 high-precision mobile scan projects. They were used to extract break-lines and produce maps to forward to Roadway Design. The Department of Transportation's Continuously Operating Reference Station (CORS) network has 52 sites across the state in which 994 users were added this year to bring the total to 2253 users. Of the 52 existing

sites, 18 were upgraded this year to provide better satellite constellation coverage, which improves the overall final product. This network allows a way for the users to obtain highly accurate/survey grade positions for any project they see fit. Included in those users are our survey crews, private surveyors, aerial mapping companies, and the employees of the consultants that work on state projects.

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 20 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 2022 Fiscal Year, ETS prepared and obtained approval for eight Categorical Exclusions (CEs) and updated 58 previously approved environmental documents. An additional 172 CE's were prepared and approved statewide in accordance with the Programmatic Categorical Exclusion (PCE) agreement with FHWA. Presently the ETS has certified 15 state environmental documents for local-state partnership and Rebuild Alabama projects across the state and is also managing three active environmental assessments and one planning and environmental linkage study.

The ETS now operates with liaisons at the U.S. Army Corps of Engineers, the Alabama Historic Commission, and the U.S. Fish and Wildlife

Service to expedite and prioritize the review of permit applications and other Department project submittals. Additionally, the ETS has implemented new public involvement strategies to enhance existing processes in order to engage the public through technology-based media, signage and other contactless methods. This past year, 32 projects were advertised and facilitated through virtual online public engagement methods in combination with the 21 in-person meetings.

Stormwater Section

The Bureau's Stormwater Section consists of three 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 April 1, 2021, and it expires March 31, 2026. The permit requires that all projects 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 53 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 24 terminations.

As part of the plan development process, the section reviewed 89 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 employees throughout FY 2022.

During FY 2022, ECS oversaw the continued implementation of the FY 2020 major revision of the MS4 Stormwater Management Program Plan and compiled the FY 2021 MS4 annual report. (The MS4 program is ALDOT's urban stormwater management program motivated by the ADEM-issued MS4 permit.) ECS performed other activities requiring internal coordination, such as providing orientation regarding environmental matters for some ALDOT offices (especially with respect to the design of post-construction stormwater management practices) and initiating investigations of environmental concerns submitted by citizens. ECS interacted with external stakeholders during FY 2022 by giving presentations at multiple professional conferences, communicating with various environmental advocates, maintaining educational materials targeted for citizens that are published on the ALDOT website, and representing ALDOT in the Alabama Stormwater Association (ASA). Regarding ECS involvement in ASA, ECS personnel maintained a comprehensive contact list of Alabama stormwater professionals, assisted in the facilitation of seminars to promote collaboration among stormwater professionals, and provided leadership on ASA's board of directors.

Final Design Division

The Final Design Division is composed of four sections: the Special Projects Section, two Roadway Design Sections, and the Design Services Section.

Special Projects Section

The Special Projects Section coordinates the Department's efforts for Alternative Project Delivery activities including, managing active projects and setting policy / procedure. This year the West Alabama Highway Corridor was procured under the Progressive Design Build method to convert 80 miles of existing two-lane highways into one four-lane corridor to promote economic development in Clarke, Marengo, Hale, and Tuscaloosa counties. There is one other active corridor managed by this section being developed for design-build project delivery. These projects are part of the Rebuild Alabama Act requirements that ALDOT provide a four-lane highway to an interstate for counties not currently served by one. Other activities of the Section include developing policy, guidance, procedures, and reference material in support of alternative delivery projects.

Roadway Design Sections

The Roadway Design Sections have 27 employees and consist of two functional areas: Six 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. Through the plan development process, personnel from the teams attend public involvement meetings and plan reviews. In the 2022 Fiscal Year there were 35 projects in the development process. Four projects were bid for construction totaling \$125 million. The projects include one interstate multi-bridge replacement, one interstate multi-bridge widening, one new route including a new bridge, and one bridge replacement.

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

Design Services Section

The Design Services Section employs 15 people of various classifications and is composed of six separate groups: Contract Management, Project Management, CADD Support, Standard Drawings, Systems Operations, and Visualization. The administrative support portion of this group is composed of one employee.

The Contract Management Group has four employees and is responsible for preparing consultant agreements, negotiating fees, executing consultant contracts, handling approvals of consultant purchase orders, maintaining the consultant prequalification 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 129 consultant contracts totaling \$92.4 million

The Project Management Group has one 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 28 consultant projects with a total estimated construction cost of over \$1.7 billion. Two of these projects were let to contract at a total low-bid construction cost of over \$51 million.

The CADD Support Group has one 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 the OpenRoads Designer platform.

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

The System Operations Group has six 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 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 Rail-Highway Section.

Traffic Design Section

The Traffic Design Section currently has eight employees and is composed of five groups: the Traffic Signal System Design group; the Roadway Lighting System Design group; the Intelligent Transportation System (ITS) Design group; the Traffic Analysis and Modeling group; and the Signing, Striping, Pavement Marking and Traffic Control Plan (TCP) group.

The Traffic Signal System Design group provides traffic engineering services as needed by the Roadway Design Section and the Construction Bureau as well as the Department's Regions and consultants. Its scope includes reviewing traffic signal warrants and producing traffic signal plans 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 and 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 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 165 traffic signal material submittals, 32 roadway lighting material submittals and 105 ITS material submittals. The section reviewed 40 sets of plans containing traffic signal systems, 20 sets of plans containing roadway lighting systems and 26 sets of plans containing ITS devices. Also, the section designed 10 sets of plans containing traffic signal systems, 14 sets of plans containing roadway lighting systems, and eight sets of plans containing ITS devices. Lastly, the section performed 11 traffic analysis/modeling studies and reviewed five studies from consultants/Regions.

Traffic and Safety Operations Section

The Traffic and Safety Operations Section is composed of three groups with 15 employees: Administration, Highway Safety Improvement Program Group, and the Safety Planning 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 of achieving 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 Safety Planning Group is responsible for 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. 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.

2022 Safety Projects

Safety Programs	Authorized Projects	Authorized Amount
Two-foot safety widening with or without scored shoulders as part of an existing resurfacing project	25	\$12,735,000.00
Replacement of steel block-outs on existing guardrail	9	\$635,000.00
HSIP PE, ROW, and UT projects	22	\$3,743,000.00
HSIP construction projects	21	\$26,375,000.00
HRRR	18	\$4,100,000.00
Section 130 rail safety projects	15	\$5,356,000.00
TOTAL SAFETY PROJECTS	110	\$52.9 million

Rail-Highway Section

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 2,686 public at-grade crossings, and 50% of those crossings are equipped with active warning devices (signals, bells, and/or gates). In addition, this group manages the coordination between the Department and affected railroads for non-Section 130, Construction and Maintenance Resurfacing projects. 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 board member on the Alabama Division of Operation Lifesaver.

Quality Control Division

The Quality Control Division was incorporated into the Design Bureau in 2022 and is responsible for plan review and value engineering.

Plan Review Section

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.

Value Engineering Section

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, and pavement and structure details.

2022 Projects Summary

During this fiscal year, the bureau completed 68 reviews and inspections, 36 final reviews for operational capability and compliance, and one value engineering study due to the FHWA threshold.

Equipment, Procurement and Services

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.

Bureau Responsibilities

Responsibilities include property inventory control, including purchase, salvage, and disposal of all types of equipment and maintenance 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.

2022 Overview

During Fiscal Year 2022, in Alabama Buys, the Procurement Section went paperless to be more efficient on processing requisitions. Approximately 6,666 Alabama Buys requisitions for on-contract and non-contract were processed for purchases and for creating bids for materials,

supplies, equipment, and services for ALDOT's operations, representing a spend of approximately \$232.9 million. Additionally, the Procurement Section created 20 new and maintained 150 renewal MAs that are ALDOT Agency contracts and Annual Agreements. During these times of price volatility and supply chain shortages, Procurement Section has worked with State Purchasing on a variety of contracts that are now bid as a percentage discount and multi-awarded. Vehicle contracts are now being bid model specific due to limited order banks by the manufacturers. We have received and processed 22,884 EP-10 POs in CPMS for materials, supplies, equipment, services, and LDO repairs and purchases for ALDOT's operations, representing a spend of approximately 63.6 million.

Finance & Audit Bureau

The Finance and Audit 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.

Federal Funding

The Finance and Audit 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 Audit 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.

Finance & Audit Bureau *continued*

Investment Management

The Finance and Audit 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 \$521,247.25 in Fiscal Year 2022.

Audit Sections

The External Audit Section performs its functions under the direction of the Director of Finance and Audit 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 \$58,123. FHWA financial management personnel and auditors of the Office of Inspector General and the U.S. Department of Transportation assume a review function.

The Internal Audit Section, working under the direction of the Director of Finance and Audit, 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.

Budgeting and Financial Statements

It became the responsibility of the Finance and Audit Bureau, with the passage of Act 90 in 1971, to place 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 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 financial and budgetary decision-making.

Section

The Finance and Audit 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 an 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, and 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 and right of way acquisitions, drafts various contracts and agreements, and maintains a 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, and 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, and 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 (LPAs) 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 of selected projects and programs.

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,

Local Transportation Bureau *continued*

this section writes and maintains all agreements between the State and county/municipal entities for all projects involving State and Federal funds.

In 2022, the Local Transportation Bureau administered approximately \$3,500,000 in FHWA funds to assist the 14 MPOs and approximately \$600,000 in FHWA funds to assist the 12 RPOs in their transportation planning efforts.

Design

The Design Section of the Local Transportation Bureau assists Local Public Agencies (LPAs) through the design process by reviewing 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 in accordance with these standards. The section then acts as a liaison for the LPA by transmitting project plans to the Construction Bureau and to the Office Engineer Bureau for review and letting.

During the 2022 Fiscal Year, the Local Transportation Bureau Design Section assisted cities and counties with the widening and/or resurfacing of 77.992 miles of roads at an approximate cost of \$24,580,066.66 and the construction of two bridges at an approximate cost of \$7,197,887.01. The section also assisted with numerous intersection improvement projects, safety projects, and emergency relief projects at an approximate combined cost of \$6,433,969.69.

In total for Fiscal Year 2022, the Local Transportation Bureau Design Section reviewed and managed 40 projects utilizing six different funding sources and totaling an approximate cost of \$38,211,923.36.

Pre-Construction

The Pre-Construction Section of the Local Transportation Bureau manages Local Public Agency (LPA) projects that utilize Federal and/or State Funds from project initiation through the required environmental, utility, and railroad coordination process. The Pre-Construction

section processes all initiation documents, aids the LPA by preparing, reviewing, and/or approving the required environmental documents, coordinates with resource agencies and FHWA, processes required utility agreements, and ensures that all railroad coordination has been completed prior to project authorization.

During the 2022 Fiscal Year, the Local Transportation Pre-Construction Section environmentally reviewed/cleared a total of 50 projects, reviewed and processed \$2,376,799.00 in utility agreements, and reviewed and processed five railroad agreement project submittals.

Local Programs

The Local Programs Section of the Local Transportation Bureau is responsible for administering and managing funding programs that assist local agencies in complying with state and federal requirements to inspect, manage, and maintain their local transportation infrastructure.

The programs that the Local Programs 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/Local Roads Safety Initiative (HRRR/ LRSI), 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 2022 Fiscal Year, there were no events that qualified for Emergency Relief funding.

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

nonmotorized transportation. During the 2022 Fiscal Year, the TA program awarded 34 projects for a total of \$17.82 million.

The High-Risk Rural Roads Program/Local Roads Safety Initiative (HRRR/LRSI) provides funding for safety improvements on locally owned public roads. The Fiscal Year 2022 HRRR/ LRSI program awarded 14 projects for a total of \$3.9 million.

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 2022, there were 32 projects selected for funding that totaled \$40.3 million in Rebuild Alabama Funds.

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 2022 Fiscal Year, there were 42 projects awarded, totaling \$10.1 million in Rebuild Alabama Funds.

Transit

The Transit Section administers FTA funds to 28 rural, 179 specialized, and seven small urban transportation programs throughout the State. These funds assist transit providers in the administration, operation, maintenance, and 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 2022 Fiscal Year, the Transit Section expenditures included \$4,251,363 in FTA funds to assist the Specialized Transportation Programs (5310/5317), \$21,867,018 in FTA funds to assist the Rural Transportation Program (5311), \$5,184,450 in FTA funds to assist the Small Urban Transportation Program (5307), and \$399,741 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, U.S. 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.

Maintenance Bureau *continued*

Statewide Support and Operations

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.

Date Collection and Management

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, and is

tasked with overseeing integration efforts with eGIS. The Section also prepares and updates general highway maps of the 67 counties and 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, including video logs of the state-maintained highway system and other designated routes, to provide an inventory record for signing, marking, maintenance conditions, and 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 and key permanent station traffic counts. 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 for the annual Highway Performance Monitoring System (HPMS) submittal, along with maintaining, installing, and repairing all traffic data collection equipment.

UAS Section

The UAS Section is responsible for all UAS operations throughout the state and includes

multiple types of projects. These projects include aerial surveys, construction of new and relocated routes, right of way, structures such as bridges and overhead signs, buildings, 3D modeling, and inclement weather damage assessments as requested by the Central Office, Regions, Areas, and Districts. The UAS Section continues to train on various types of drones, missions, and

software applications to stay current and up to date on all aspects of UAS operations. The UAS Section continues to collaborate with the FAA, FHWA, and industry experts to advance ALDOT's drone operations throughout the state to provide safe and efficient flights and deliver accurate data to our end users.

Materials & 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.

Geotechnical Division

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

Materials Division

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.

Testing Division

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 10 Area Testing Laboratories are qualified for acceptance testing by the Testing Division.

Pavement Management Division

The Pavement Management Division consists of three sections: the Pavement Friction Testing Section, the Falling Weight Deflectometer (FWD) Testing Section, and the Pavement Distress Data Collection Section. The Pavement Distress Data Collection Section is responsible for managing

Materials & Tests Bureau continued

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.

Environmental Services Division

The Environmental Services Division consist of two 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 at all active projects statewide and ALDOT-owned facilities.

CAMMS/Automation and Coordination Division

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.

Forensic Investigation Division

The Forensic Investigation Division assists ALDOT Areas with the investigation of project-materials-related issues and problems. Destructive (coring) and nondestructive (ground-penetrating radar [GPR]) sampling and testing methods are utilized.

Media & Community Relations Bureau

The Media and Community Relations Bureau is the primary source for 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.

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.

Bureau Responsibilities

It is responsible for final plan reviews and 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 for statewide transportation planning. The Bureau is responsible for the development and update of various statewide planning documents, including the long-range transportation plan, freight plan, and bicycle and pedestrian transportation plan as required by FHWA. The Bureau assists in applying for federal competitive grants through the GRANTS.gov website.

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 11 lettings with 216 contracts awarded totaling \$873,645,943.40.

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 over 4,300 total employees in 199 different job classifications.

Personnel Bureau continued

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. Also, the Employee Relations Section manages and processes ALDOT employees' grievances and complaints in accordance with Title VII of the Civil Rights Act of 1964. During the last fiscal year's 15 investigations were conducted. The Risk Management Section coordinates with the Department of Finance, Division of Risk Management (DORM) which administers the State Employee Injury and Compensation Trust Fund (SEICTF) Program. The Risk Management section acts as a liaison to expedite all matters

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

Research & Development Bureau

Product Evaluation Section

The Product Evaluation Section 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.

Research Section

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.

Submitted & Approved Products

During the 2022 Fiscal Year, 62 products were submitted for evaluation to the Product

Evaluation Board. This number was significantly less this year due to the COVID pandemic. A total of 77 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. Statewide field testing is taking place to evaluate pending products for approval consideration.

Research Projects

Also, during this fiscal year, 14 research projects from state-accredited universities received Department approval for research funding. In addition, the Department is the lead state on three active Transportation Pooled-Fund projects. ALDOT, at the recommendation of the ALDOT Research Advisory Committee, participates in 13 Transportation Pooled-Fund studies across the United States and one Local Technical Assistance Program (LTAP) study.

2022 Research & Development Activities

62 Products Submitted to PEB	77 Approved Products	14 University Projects Funded
13 Pooled-Fund Projects across the US	3 ALDOT-Lead Pooled-Fund Projects	1 Local Technical Assistance Program Study

Right of Way Bureau

The Right-of-Way (ROW) Bureau is responsible for acquiring and clearing property needed for the construction of new highways and the improvement of existing highways in the State Highway System (Interstates, and U.S. & State Routes). This is done by following the Uniform Act to ensure equal and fair treatment of all parties involved. The ROW Bureau is divided into three subsections: ROW Operations, Engineering Services/GIS, and Utilities.

ROW Operations

ROW Operations is divided into three subsections: Appraisal/Appraisal Review, Acquisition/Relocation, and Property Management.

The Appraisal/Appraisal Review Section is responsible for the assignment, performance of and review of all appraisals throughout the state. Appraisals require appraisal reviews for compliance and consistency with both FHWA regulations and the Uniform Standards of Professional Appraisal Practice. This fiscal year, the Appraisal/Appraisal Review Section approved contracts worth \$3,350,000 for 19 fee appraisers statewide.

The Acquisition/Relocation subsection is responsible for statewide coordination of all real estate functions performed throughout the state. This section is responsible for ensuring all phases

of work are completed on each project. This subsection is also responsible for all matters of Relocation Advisory Assistance and Relocation payments. This year, the Bureau acquired 499 tracts of property. Approximately \$56,095,065 was spent acquiring these properties, and \$2,871,690 was spent for relocation assistance.

The Property Management subsection is responsible for land and structure leases and sales. This year, land and structures leased prior to construction produced \$262,313 in revenue for the state that was credited back to the projects. Proceeds of \$559,541 for land leases, oil and gas leases, uneconomic remnant sales, and sales of excess property on closed projects were credited to the U.S. Code Title 23 Funding.

Right of Way Bureau *continued*

Engineering Services/GIS Section

The Engineering Services/GIS Section 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 the Regions and consulting firms. The section maintains the ROW Map Viewer, an online tool that allows all completed ROW maps to be retrieved by clicking on the location on the State map. This GIS tool is available for ALDOT staff and the public at the following link: <https://aldotgis.dot.state.al.us/rmu/rmu.html>. The section continues its development of a GIS map that contains actual ROW limits on the state map that can be viewed with aerial background imagery. This preliminary map is not currently available for use.

Utilities Section

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 40 reimbursable utility agreements for approximately \$19,000,000, 11 of those had the work included as part of the roadway contract for approximately \$2,800,000. There were also 65 nonreimbursable agreements. One of those nonreimbursable agreements had work included 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 Statewide Subsurface Utility Engineering (SUE) Contracts used to obtain highly accurate information on the location and depth of underground utilities. The information is used to help address conflicts in advance of construction.

ROW 2022 Activities

Approved Contracts Worth a Total of **\$3,350,000** for **19** Fee Appraisers

499

Acquired Properties

\$56,095,065

Acquisition Costs

\$2,871,690

Relocation Assistance

\$262,313

Revenue from Leasing Prior to Construction

\$559,541

Proceeds from Leasing or Sales

40

Reimbursable Utility Agreements

\$19,000,000

Total Contracts

\$2,800,000

Included Roadway Work

Training Bureau

The Training Bureau is a service bureau that provides opportunities for ALDOT employees to develop knowledge, skills, and abilities by offering quality educational programs in areas from soft skills training to technical and certified trainings. Working with training coordinators and bureau contacts around the state to determine training needs, the Training Bureau provided ALDOT employees with over 1,000 in-person and online training courses during this fiscal year.

In its engineering section, the Training Bureau administers the Engineering Training Orientation Program (ETOP) and the Fundamentals of Engineering/Professional Engineering (FE/PE) Program. The ETOP is a series of entry-level work assignments involving various phases of highway engineering for Civil Engineering Graduates (CEG) and Professional Civil Engineering Trainees (PCET). The FE/PE Exam Review Course is a self-study course that lasts for the eight consecutive weeks prior to participants taking the FE/PE Examination. ALDOT provides the online study materials through PPI Exam Prep, and each participant is allowed one eight-hour workday per week during the eight-week period to study for the FE/PE exam. This fiscal year, 62 civil engineering students participated in the ALDOT PCET program, 42 employees participated in the Fundamental of Engineering Online Review Course, and 35 employees participated in the Professional Engineering Online Review Course.

2022 Training Activities

1,000 TRAINING COURSES

62 Professional Civil Engineering Trainees Program Participants

42 Fundamentals of Engineering Online Review Course Participants

35 Professional Engineering Online Review Course Participants



Statistical

Section

Aeronautics Bureau Statistics

Aeronautics Bureau 2022

FUND 80

REVENUES

7635	Aviation Fuel Tax	177,0264.37
7647	5010 Inspection Program Fees	20,150.00
7649	Logo Permits	1,742,250.00
7680	Federal Grants	39,349,594.13
7683	Aero Special Project Grant (ADECA APPR)	1,200,000.00

TOTAL REVENUE \$44,082,258.50

EXPENDITURES

4036	Equipment Costs	2,600.00
4580	Federal projects	39,514,322.29
4581	State projects	956,454.02
8015	Administration	824,775.80

TOTAL EXPENDITURES \$41,298,152.11

Aeronautics Bureau 2022

FUND 90

REVENUES

7692\	Interest Income on Investments	95,259.28
7693	Rental Income-Land	146,495.18
7694	Federal Grants	-
7683	St. Elmo Aviation Fuel Sales	-*

TOTAL REVENUE \$241,754.46

EXPENDITURES

4590	State Projects-SMFF	-
8013	Administration	59,949.33
8023	St. Elmo fuel operations	-*

TOTAL EXPENDITURES \$59,949.33

* St Elmo's operation and maintenance transferred to Mobile Airport Authority in May 2020

Airport Funding Fiscal Year 2022

	Revenue	Expenditure
Airport Development Funding	\$44,732,679.77	\$42,014,308.35
Surplus Military Funding	\$193,864.51	\$26,998.58

Airport Landing Areas

78

Public Use Airports

34

Private Use Airports

85

Medical Facility Heliports

68

Private Heliports

ALDOT FY 2023 Budget

ALDOT Fiscal Year 2023 Budget

ANTICIPATED FUNDS

Federal Funds (IIJA Legacy Programs)	952,953,000.00*
Federal Funds (IIJA New Programs)	109,655,000.00*
State Public Road and Bridge Funds (SPRBF)	530,000,000.00
Rebuild Alabama Act Funds (RAAF)	200,000,000.00
Appalachian Development Highway System	73,875,000.00
Aeronautics	35,000,000.00
TOTAL	\$1,901,483,000.00

* amounts subject to CR distribution limitations

STATE PUBLIC ROAD AND BRIDGE FUND APPROPRIATIONS/TRANSFERS

Alabama Law Enforcement Agency (ALEA)	24,700,000.00
Industrial Access Road and Bridge Corporation	11,000,000.00
County Engineer Salary Support	7,939,000.00
Revenue Department	3,700,000.00
State Personnel Department	1,700,000.00
State Comptroller	1,000,000.00
State Parks Maintenance	500,000.00
Captive County Insurance	125,000.00
TOTAL	\$50,664,000.00

REBUILD ALABAMA ACT FUND APPROPRIATIONS

ATRIP-II	40,000,000.00
Local Grant Program	10,000,000.00
County Federal Aid Exchange	26,800,000.00
TOTAL	\$76,800,000.00

STATE PUBLIC ROAD AND BRIDGE FUNDS

Federal Aid Funds Matching	150,023,000.00
GARVEE Bond ATRIP Payment Matching	6,302,000.00
GARVEE Bond CBD Payment Matching	3,011,000.00
State Routine Maintenance	157,500,000.00
State Bridge Maintenance	6,500,000.00
State Maintenance Resurfacing (Preliminary Engineering)	5,000,000.00
State Roadway Maintenance	5,000,000.00
State Traffic Maintenance	2,500,000.00
State Miscellaneous Maintenance	3,500,000.00
State Emergency Maintenance	5,000,000.00
State Construction	19,000,000.00
Administrative Overhead	95,000,000.00
Other Equipment	12,000,000.00
Land and Building	9,000,000.00
SUBTOTAL	479,336,000.00
SPRBF Appropriations/ Transfers	50,664,000.00
TOTAL	\$530,000,000.00

REBUILD ALABAMA ACT FUNDS

Federal Aid Funds Matching	10,200,000.00
Congestion Relief Program	56,500,000.00
Economic Development Program	56,500,000.00
System Preservation	0.00
SUBTOTAL	123,200,000.00
RAAF Appropriations	76,800,000.00
TOTAL	\$200,000,000.00

FEDERAL FUNDS

Aid to Local Governments	120,000,000.00
County Federal Aid Balances (Remaining)	9,700,000.00
GARVEE Bond ATRIP Payment	66,100,000.00
GARVEE Bond Central Business District (CBD) Payment	47,200,000.00
Safety	58,500,000.00
Interstate Maintenance	176,000,000.00
State Route Resurfacing	232,000,000.00
System Enhancement	134,000,000.00
Bridge Replacement	90,800,000.00
Statewide Planning	18,653,000.00
Carbon Reduction Program	24,660,000.00
PROTECT Formula Program	28,100,000.00
Bridge Formula Program	45,000,000.00
National Electric Vehicle Infrastructure Program (NEVI)	11,740,000.00**
Ferry Boats and Terminals Program	155,000.00
TOTAL	\$1,062,608,000.00

** ADECA serving as lead for NEVI Formula Program

Bridge Projects Summary

Bridge Projects Let to Contract from Oct. 1, 2021 to Sept. 30, 2022

County	Project No.	Description	Date Let	No. of Bridges	Bid Price	Lin. Ft. Bridge	Sq. Ft. Bridge	Cost per Sq. Ft.
Chilton	BR-0003 (307)	Widen Bridge on US31 over I65	11/5/21	1	\$854,304.42	283.17	4,212.10	\$202.82
Mobile	NH-0042 (517)	Glenwood Road over SR42(US98)	11/5/21	1	\$2,154,719.56	250.00	11,625.00	\$185.35
Shelby	ATRP2-59-2020-059	SR25 over Waxahatchee Creek	12/3/21	1	\$1,190,901.00	240.00	9,220.00	\$129.16
Jefferson	CMAQ-3715 (270)	Pedestrian Bridge over SR150	3/25/22	1	\$704,192.00	101.67	1,016.70	\$692.63
Walker	ACBRZ60969-ATRP (008)	Bridge Replacement on CR64 over Lost Cr	3/25/22	1	\$856,276.04	205.00	5,483.80	\$156.15
Lauderdale	STPOA-3914 (251)	CR16 over Cypress Creek	3/25/22	1	\$2,685,076.47	550.00	16,729.20	\$160.50
Marengo	RACR-046-303-002	Linden Bypass over AGC RR	3/25/22	1	\$3,729,094.10	213.00	18,069.50	\$206.38
Marengo	RACR-046-303-002	Linden Bypass over M&B RR	3/25/22	1	\$3,255,722.80	198.00	16,797.00	\$193.83
Wilcox	BR-0005 (529)	SR5 over Mud Creek	5/27/22	1	\$1,486,155.00	240.00	8,260.00	\$179.92
Elmore/ Tallapoosa	BR-0014 (550)	Bridge Rehab on SR14 Over Tallapoosa R	6/24/22	1	\$3,045,760.00	1738.36	45,197.36	\$67.39
Franklin	BR-0247 (501)	SR247 over Cedar Creek	7/29/22	1	\$1,580,820.00	295.00	11,332.90	\$139.49
Mobile	BR-0217 (501)	SR217 over Big Creek	7/29/22	1	\$1,526,795.74	180.00	8,355.00	\$182.74
Jefferson	CMAQ-9802 (911)	Shades Creek Greenway Ped Bridges	7/29/22	1	\$2,356,177.16	250.00	3,000.00	\$785.39
Macon	BR-0081 (501)	SR81 over Uphapee Creek	8/26/22	1	\$4,908,135.93	870.00	33,422.50	\$146.85
Conecuh	IM-1065 (497)	I65 over Sepulga River, Main	9/30/22	1	\$7,868,312.49	414.00	35,155.50	\$223.81
Conecuh	IM-1065 (497)	I65 over Sepulga River, Relief 1	9/30/22	1	\$5,898,770.54	340.00	2,887.70	\$204.31
Conecuh	IM-1065 (497)	I65 over Sepulga River, Relief 2	9/30/22	1	\$3,241,468.81	170.00	14,435.80	\$224.54
Baldwin	ST-002-000-015	SR161 Connector over Intercoastal Wtwy	9/30/22	1	\$31,078,412.09	2,190.00	101,659.80	\$305.71
Houston	BR-0012 (576)	Deck Repair SR12 over Chattahoochee	9/30/22	1	\$2,144,400.00	955.33	35,267.80	\$60.80

Total No. of Bridges	Bid Price Total	Total Lin. Ft. Bridge	Total Sq. Ft. Bridge	Average Cost / Sq. Ft.
19	\$80,565,494.15	9,684.00	408,112.00	\$197.41

Equipment Procurement Services

Equipment Purchases & Sales 2022

EQUIPMENT PURCHASES SUMMARY

Automobiles (SA)	393,620.00
Trucks (ST)	10,285,221.01
Heavy Equipment (SE)	10,209,109.94
State General (SG)	7,673,672.12
S.H.D. Equipment	9,349,528.89
TOTAL PURCHASES	\$37,911,151.96

EQUIPMENT SALES SUMMARY

Automobiles (SA)	128,788.55
Trucks (ST)	11,374,851.08
Heavy (SE)	7,975,965.69
State General (SG, HD & CH) Equipment	814,723.38
Other (MC)	484,307.77
Other (MT)	42,916.44
TOTAL GROSS PROCEEDS	\$20,821,552.91

RECAPITULATION

Total Purchases	37,911,151.96
Total Sales	20,821,552.91

PURCHASES OVER SALES \$17,089,599.05

Sales of Used Tires, Tubes, Batteries, Scrap Metals & Miscellaneous Small Equipment	\$100,564.40
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Equipment Purchases & Sales 2021

EQUIPMENT PURCHASES SUMMARY

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

EQUIPMENT SALES SUMMARY

Automobiles (SA)	198,181.00
Trucks (ST)	8,515,789.65
Heavy (SE)	4,182,602.45
State General (SG, HD & CH) Equipment	492,618.51
Other (MC)	158,281.15
TOTAL GROSS PROCEEDS	\$13,547,472.76

RECAPITULATION

Total Purchases	46,457,478.43
Total Sales	13,547,472.76

PURCHASES OVER SALES \$32,910,005.67

Sales of Used Tires, Tubes, Batteries, Scrap Metals & Miscellaneous Small Equipment	\$55,547.00
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Public Roads & Bridge Funds

Public Roads & Bridge Funds 2022

UNEXPENDED BALANCE

as of October 1, 2022

\$205,370,009

RECEIPTS

REVENUE

Gasoline Excise Tax \$.05	98,086,355
Gasoline Excise Tax \$.04	45,949,858
Motor Fuel Tax \$.06	48,270,165
LP Gas Vehicle Permits	40,532
Motor Vehicle License	118,877,066
Gasoline Excise Tax \$.07	78,562,603
Lubricating Oil Tax	514,230
Oversize Hauling Permits	4,620,200
Motor Carrier Mileage, Taxes, Fees	477,071
Motor Fuel Tax \$.13	109,624,073
Truck Identification Decals	1,167,865
Petroleum Products Inspection Fees	43,953,652
Outdoor Advertising Permit Fees	65,865
Motor Vehicle Excise Tax	303,149
TOTAL REVENUE	\$550,512,684

NON-REVENUE RECEIPTS

ISTEA Interstate Maintenance	439,447
ISTEA National Highway System	398,025
ISTEA Surface Transportation Program	5,000,317
Federal Aid- ARRA 2009 Transit Stimulus	-
ISTEA Special	266,550
ISTEA Other	199,244
Federal Aid Priority Primary	

NON-REVENUE RECEIPTS CONTINUED

Federal Interstate Regular	
Federal Interstate ACI	
Federal Aid Primary	
Federal Aid Secondary	
Federal Aid - ATRIP Projects	64,682,682
Federal Aid ABC Urban	
Federal Aid CBD Projects	32,000,000
Federal Aid Urban	
Federal Aid Secondary (Farm to Market)	
Federal Aid Secondary (Farm to Market Miscellaneous)	
Federal Topic	
Federal Appalachian	166,205
Federal - MAP 21/FASTACT	741,814,067
Federal Aid Special Aid	
Federal Aid Highway Planning & Research	22,392,199
Federal Aid Bridge Replacement	781,731
Federal Aid—ARRA 2009 Stimulus	
Federal Aid Transit Capital	6,250,499
Federal Aid Beautification	
Federal Aid Special Grants	
Federal Aid Other	93,567,564
SUBTOTAL	967,958,530
Bond Proceeds	60,633,533
Ramp Bonds	98,770
Ind. Access Road & Bridge Corp	355,447
Amendment 1 County Share	
Capital Improvement Trust	
Non-Revenue Receipts Continued	

NON-REVENUE RECEIPTS CONTINUED

Fund Appropriation	
County Aid	901,519
Other Aid	1,862,958
Other Project Participation	41,715,248
Revenue Sharing	
Contractor Bid Fees	5,438
Miscellaneous Receipts	4,362,876
SUBTOTAL	109,935,789
UMTA Vehicle Disposition Proceed	72,640
Rapid Rail	
ROW Title 23 Revenue	569,882
TOTAL NON-REVENUE RECEIPTS	\$642,522
TOTAL RECEIPTS	\$1,629,049,525

TOTAL FUNDS AVAILABLE \$1,834,419,534

EXPENDITURES**DEBT SERVICE**

1st Issue - ATRIP Issue	57,115,000
2nd Issue - CBD Issue	32,000,000
TOTAL DEBT SERVICE	\$89,115,000*

ADMINISTRATION

Internal Administrative Support	102,945,623*
External Administrative Support	16,455,687*
Other Equipment Purchases	10,670,986*
Land and Buildings Expenditures	300,441*
Captive County Health Insurance	15,972*
Legislatively Mandated Transfers	29,700,000*
TOTAL ADMINISTRATIVE EXPENDITURES	\$160,088,709*

EXPENDITURES CONTINUED**CONSTRUCTION AND MAINTENANCE**

Federal Construction	1,075,588,982*
State Construction	69,936,638*
Special Work Authorizations	2,081,109*
Routine Maintenance	158,671,024*
Maintenance Projects	6,236,678*

TOTAL CONSTRUCTION AND MAINTENANCE EXPENDITURES \$1,312,514,431*

TOTAL EXPENDITURES \$1,561,718,140

ADJUSTMENTS TO CASH

Adjustments include Deposits in Transit, Investments, Retainage, Receivable Adjustments, Amounts Pending Distribution, etc.	335,982*
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TOTAL DISBURSEMENTS \$1,562,054,122

RECONCILIATION

Add: Cash Balance September 30, 2022	272,365,412
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TOTAL FUNDS AVAILABLE \$1,834,419,534

Public Roads & Bridge Funds Summary

Public Roads & Bridge Funds Summary of Receipts and Disbursements

Fiscal Years Ended September 30

	2022	2021	2020
Cash on Hand, October 1*	205,370,009	161,244,238	209,783,483
RECEIPTS			
Gasoline Excise Tax - \$0.05	98,086,355	98,817,044	95,132,971
Gasoline Excise Tax - \$0.04	45,949,858	46,292,160	44,566,307
Motor Fuel Tax - \$0.06	48,270,165	47,479,486	43,738,070
LP Gas Vehicle Permits	40,532	42,941	46,354
Motor Vehicle License Taxes	118,877,066	115,932,374	105,578,173
Gasoline Excise Tax - \$0.07	78,562,603	79,148,719	76,198,510
Lubricating Oil Tax	514,230	485,863	472,795
Oversize Hauling Permits	4,620,200	4,378,710	4,268,727
Motor Fuel Tax - \$0.13	109,624,073	107,791,045	99,307,201
Truck Identification Decals	1,167,865	1,092,948	951,874
Petroleum Products Inspection Fees	43,953,652	43,924,151	42,931,629
Outdoor Advertising Permits	65,865	58,493	62,923
Motor Carrier Tax	477,071	476,197	480,373
Interest Income			
Motor Vehicle Excise Tax	303,149	298,879	300,718
Federal Aid	967,958,530	960,303,732	920,212,148
County Aid & Miscellaneous	49,490,561	27,119,141	42,969,573
Industrial Access	355,447	109,095	961,638
Transfer from Bond Accounts	60,732,303	74,723,309	155,681,878
Total Receipts	1,834,419,534	1,608,474,287	1,633,861,862
DISBURSEMENTS			
Construction	1,145,525,620	1,085,536,659	1,284,901,104
Maintenance	164,907,702	222,738,240	189,400,583
Equipment Purchase	10,670,986	16,954,689	14,115,511
Administration	119,701,751	116,881,025	118,632,065
Debt Service	89,115,000	56,038,663	53,551,653
Other Expenditures	32,133,063	35,373,792	21,800,191
Total Disbursements	1,562,054,122	1,533,523,068	1,682,401,107
Cash Balance, September 30	272,365,412	236,195,457	161,244,238

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

2019	2018	2017	2016	2015
269,262,451	360,939,528	349,557,357	403,381,527	307,872,201
102,143,286	100,444,485	100,507,583	99,568,018	96,361,958
47,850,382	47,054,556	47,084,115	46,643,963	45,142,042
44,116,588	42,620,492	40,737,034	41,945,928	40,000,533
50,853	52,490	55,819	61,254	62,093
107,976,079	105,795,451	104,825,111	100,351,812	98,695,945
81,813,338	80,451,653	80,506,488	79,755,931	77,188,217
592,020	605,898	523,376	511,506	525,279
4,928,757	4,266,820	4,118,636	3,732,690	3,756,180
100,099,268	96,618,126	92,516,773	96,303,462	91,840,402
1,052,640	1,069,701	984,082	988,081	972,878
45,512,795	44,944,016	44,740,079	46,145,636	44,981,528
62,343	63,595	63,493	65,137	61,481
494,606	546,869	434,180	573,884	573,449
				—
286,447				
1,005,533,713	927,143,828	812,656,904	855,654,262	876,318,519
54,505,884	59,335,537	42,958,540	53,370,099	138,258,068
633,199	867,984	608,660	562,448	536,734
280,612,708	394,971,700	313,662,318	220,212,263	228,632,962
1,878,264,906	1,906,853,201	1,686,983,191	1,646,446,374	\$1,743,908,268
1,508,599,023	1,633,077,915	1,286,955,836	1,235,249,481	1,282,573,021
204,894,469	191,215,247	175,942,545	190,730,968	183,609,614
15,611,062	14,192,238	13,924,371	11,505,485	14,338,706
91,517,360	80,075,597	100,831,266	117,277,866	89,635,267
51,183,105	48,923,710	34,897,958	33,647,533	27,555,205
65,938,855	31,045,572	63,049,044	111,859,211	50,687,129
1,937,743,874	1,998,530,279	1,675,601,020	1,700,270,544	\$1,648,398,942
209,783,483	269,262,451	360,939,528	349,557,357	\$403,381,527

Rebuild Alabama Funds

Rebuild Alabama Funds 2022

UNEXPENDED BALANCE

as of October 1, 2021 **\$ 231,214,387**

RECEIPTS

REVENUE

Gasoline Excise Tax \$.10	166,201,554
Gasoline Diesel Tax	53,710,821
IFTA Taxes	3,154,854
Battery Electric Reg-Infrastructure	320,298
Plug In Electric Reg-Infrastructure	44,581
TOTAL REVENUE	\$223,432,108

NON-REVENUE RECEIPTS

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	

NON-REVENUE RECEIPTS CONTINUED

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 Economic Development	15,662,860
Federal Aid Special Grants	
Federal Aid Other	
Federal Aid Congestion Management	4,947,953
Federal Aid Project Other	4,801,020
SUBTOTAL	25,411,833
Other Project Participation	3,999,676
Miscellaneous Receipts	
SUBTOTAL	3,999,676
TOTAL RECEIPTS	\$29,411,509
TOTAL FUNDS AVAILABLE	\$484,058,004

EXPENDITURES

LOCAL GOVERNMENTS

Annual Allocation to Counties	26,003,563
Annual City/County Grant Program	8,762,838
ATRIP-II Projects	13,416,237
Other Grants to Cities/Counties	250,000
Congestion Management Projects	25,405,099
Economic Development Projects	42,902,621
Federal Project Other	6,724,812
Federal Congestion Management	5,013,127
Federal Economic Development Projects	19,572,904

TOTAL LOCAL GOVERNMENT EXPENDITURES \$148,051,201

TOTAL EXPENDITURES \$148,051,201

ADJUSTMENTS TO CASH

Adjustments include Deposits in Transit, Investments, Retainage, Receivable Adjustments, Amounts Pending

TOTAL DISBURSEMENTS \$413,425

RECONCILIATION

Add: Cash Balance September 30, 2022	335,593,378
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TOTAL FUNDS AVAILABLE \$484,058,004

Alabama Federal Aid Highway Finance Authority 2021-A

Year	Bonds Outstanding	Principal	Interest	Redemption
2022	20,440,000.00		899,928.00	899,927.78
2023	20,440,000.00		1,022,000.00	1,022,000.00
2024	20,440,000.00		1,022,000.00	1,022,000.00
2025	20,440,000.00		1,022,000.00	1,022,000.00
2026	20,440,000.00		1,022,000.00	1,022,000.00
2027	20,440,000.00		1,022,000.00	1,022,000.00
2028	20,440,000.00		1,022,000.00	1,022,000.00
2029	20,440,000.00		1,022,000.00	1,022,000.00
2030	20,440,000.00		1,022,000.00	1,022,000.00
2031	20,440,000.00		1,022,000.00	1,022,000.00
2032	20,440,000.00		1,022,000.00	1,022,000.00
2033	20,440,000.00	1,310,000.00	1,022,000.00	2,332,000.00
2034	19,130,000.00	4,975,000.00	956,500.00	5,931,500.00
2035	14,155,000.00	6,170,000.00	707,750.00	6,877,750.00
2036	7,985,000.00	6,480,000.00	399,250.00	6,879,250.00
2037	1,505,000.00	1,505,000.00	75,250.00	1,580,250.00
		\$ 20,440,000.00	\$14,280,678.00	\$34,720,677.78

Matures 9/1/2037 **PROJECTA CBD 2021-A**

Alabama Federal Aid Highway Finance Authority 2021-B

Year	Bonds Outstanding	Principal	Interest	Redemption
2022	29,065,000.00	1,005,000.00	459,820.57	1,464,820.57
2023	28,060,000.00	600,000.00	519,892.26	1,119,892.26
2024	27,460,000.00	610,000.00	517,198.26	1,127,198.26
2025	26,850,000.00	605,000.00	512,995.36	1,117,995.36
2026	26,245,000.00	615,000.00	506,715.46	1,121,715.46
2027	25,630,000.00	3,420,000.00	498,917.26	3,918,917.26
2028	22,210,000.00	3,475,000.00	446,009.86	3,921,009.86
2029	18,735,000.00	3,530,000.00	385,996.60	3,915,996.60
2030	15,205,000.00	3,600,000.00	320,479.80	3,920,479.80
2031	11,605,000.00	3,665,000.00	250,063.80	3,915,063.80
2032	7,940,000.00	4,415,000.00	174,711.40	4,589,711.40
2033	3,525,000.00	3,525,000.00	79,524.00	3,604,524.00
		\$29,065,000.00	\$4,672,324.63	\$33,737,324.63

Refinanced—Matures 9/1/2033 **PROJECT A CBD 2021-B**

Federal Aid *continued*

Alabama Federal Aid Highway Finance Authority 2021-B

Year	Bonds Outstanding	Principal	Interest	Redemption
2022	716,030,000	30,995,000	12,646,420.20	43,641,420.20
2023	685,035,000	30,775,000	14,290,886.66	45,065,886.66
2024	654,260,000	30,905,000	14,152,706.92	45,057,706.92
2025	623,355,000	31,120,000	13,939,771.46	45,059,771.46
2026	592,235,000	31,445,000	13,616,745.86	45,061,745.86
2027	560,790,000	30,110,000	13,218,023.26	43,328,023.26
2028	530,680,000	30,575,000	12,752,221.56	43,327,221.56
2029	500,105,000	31,105,000	12,224,191.30	43,329,191.30
2030	469,000,000	31,685,000	11,646,882.50	43,331,882.50
2031	437,315,000	32,310,000	11,027,123.90	43,337,123.90
2032	405,005,000	32,300,000	10,362,830.30	42,662,830.30
2033	372,705,000	32,670,000	9,666,442.30	42,336,442.30
2034	340,035,000	33,410,000	8,929,407.10	42,339,407.10
2035	306,625,000	98,205,000	8,125,562.50	106,330,562.50
2036	208,420,000	100,810,000	5,523,130.00	106,333,130.00
2037	107,610,000	107,610,000	2,851,665.00	110,461,665.00
		\$716,030,000	\$174,974,010.82	\$891,004,010.82

Refinanced—Matures 9/1/2037 **PROJECT B CBD 2021-B**

Alabama Federal Aid Highway Finance Authority 2021-B

Fiscal Year Ending	Bonds Outstanding	Principal	Interest Payment	Principal Payment
2022	751,075,000	57,115,000	10,155,883.29	67,270,883.29
2023	693,960,000	54,645,000	11,402,701.86	66,047,701.86
2024	639,315,000	54,890,000	11,157,345.82	66,047,345.82
2025	584,425,000	55,275,000	10,779,153.70	66,054,153.70
2026	529,150,000	55,485,000	10,205,399.20	65,690,399.20
2027	473,665,000	55,845,000	9,497,284.60	65,342,284.60
2028	417,820,000	56,345,000	8,638,931.66	64,983,931.66
2029	361,475,000	57,320,000	7,665,853.50	64,985,853.50
2030	304,155,000	58,380,000	6,601,994.30	64,981,994.30
2031	245,775,000	59,520,000	5,460,081.50	64,980,081.50
2032	186,255,000	60,745,000	4,236,350.30	64,981,350.30
2033	125,510,000	62,055,000	2,926,688.10	64,981,688.10
2034	63,455,000	63,455,000	1,526,727.30	64,981,727.30
		\$751,075,000	\$100,254,395.13	\$851,329,395.13

Refinanced—Matures 9/1/2034 **PROJECT C ATRIP 2021-B**

Outstanding Bonds Summary FY 2022

AFAHFA 2021-A—Project A

Name	Final Maturity	Total Principal	Interest
AL Federal Aid Highway Finance Authority AFAHFA 2021-A	September 1, 2037	20,440,000.00	14,280,677.78
TOTAL		\$20,440,000.00	\$14,280,677.78

Name	Principal Redemption 2022	Interest Redemption 2022
AL Federal Aid Highway Finance Authority AFAHFA 2021-A	0.00	899,927.78
TOTAL	\$0.00	\$899,927.78

AFAHFA 2021-A—Project A

Name	Final Maturity	Total Principal	Interest
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	September 1, 2033	29,065,000.00	4,672,324.62
TOTAL		\$29,065,000.00	\$4,672,324.62

Name	Principal Redemption 2022	Interest Redemption 2022
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	1,005,000.00	459,820.56
TOTAL	\$1,005,000.00	\$459,820.56

AFAHFA 2021-B—Refunding—Project B

Name	Final Maturity	Total Principal	Interest
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	September 1, 2037	716,030,000.00	174,974,010.82
TOTAL		\$716,030,000.00	\$174,974,010.82

Name	Principal Redemption 2022	Interest Redemption 2022
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	30,995,000.00	12,646,420.20
TOTAL	\$30,995,000.00	\$12,646,420.20

AFAHFA 2021-B—Refunding—Project C

Name	Final Maturity	Total Principal	Interest
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	September 1, 2034	751,075,000.00	100,254,395.13
TOTAL		\$751,075,000.00	\$100,254,395.13

Name	Principal Redemption 2022	Interest Redemption 2022
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	57,115,000.00	10,155,883.29
TOTAL	\$57,115,000.00	\$10,155,883.29

Legal Bureau Activities FY 2022

Board of Adjustment Claims

928
Opened

786
Closed

100
Pending

42
Active

AMOUNT PAID **\$1,825,447.83**

State Property Damage Claims

7,023
Opened

2,258
Closed

4,765
Pending

AMOUNT COLLECTED BY LEGAL BUREAU & REGIONS **\$3,182,912.44**

Requests for Production of Documents

224
Opened

22
Pending

Contracts, Leases, and Deeds Reviewed

1,285

Active Lawsuits

50

Daily Vehicle Miles of Travel

Daily Vehicle Miles of Travel (DVMT)

Year	Total DVMT	State System DVMT
2001	155,364	96,326
2002	157,622	97,440
2003	160,638	99,305
2004	160,825	99,420
2005	163,458	101,048
2006	165,463	102,587
2007	167,981	104,148
2008	162,048	100,470
2009	167,944	103,959
2010	175,756	108,793
2011	177,849	110,089
2012	177,484	104,361
2013	177,757	104,807
2014	177,153	104,166
2015	181,102	106,850
2016	187,249	107,647
2017	188,142	107,278
2018	189,047	106,786
2019	192,303	107,113
2020	181,835	100,391
2021	190,655	105,548

Highway Performance Monitoring System

Functional Classification	Linear Miles	Lane Miles
Interstate	1,003.66	4,663.41
Principal Arterial—Other Freeways and Expressway	32.96	150.76
Principal Arterial—Other	3,347.14	11,021.05
Minor Arterial	6,339.79	14,397.15
Major Collector	15,873.59	3,279.26
Minor Collector	6,111.41	12,223.73
Local	67,462.35	134,924.70
TOTAL	100,170.90	180,660.06

Roadway Ownership by Classification

Roadway Ownership By Functional Classification in Miles

Facility Type	State Highway Agency	County Highway Agency	City or Municiple 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	3,229.119	15.527	102.491	0.000	0.000	0.000	0.000
Minor Arterial	4,593.742	434.568	1,288.737	0.000	0.000	0.000	22.741
Major Collector	2,041.729	10,056.360	3,767.233	0.000	0.000	0.000	8.265
Minor Collector	32.071	5,572.065	507.275	0.000	0.000	0.000	0.000
Local	7.829	42,120.815	23,923.391	170.280	0.070	888.442	344.807
Total	10,941.116	58,199.335	29,589.127	176.994	0.070	888.442	375.813

* Principle Arterial

Alabama Bridge Counts FY 2022

State of Alabama Bridge Counts Fiscal Year 2022

Structures	State	County	City	Other
Total Structures	5,762	8,546	1,602	63
**Functionally Obsolete	0	0	0	0
*Structurally Deficient	61	386	91	14
Load Posted	10	1,972	192	11
Closed	10	155	31	14
Temporary Work	40	87	4	1

The terms listed below have been modified:

**Functionally Obsolete (FO)—The term Functionally Obsolete is no longer being 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.

Bridges Bureau Statistics

GA/AL State Line Inventory Responsibility

GA District	AL District	GA County	AL County	GA Route No.	AL Route No.	Owner
4	7	Early	Houston	US 84/SR 38 EBL	US 84	GA
4	7	Clay	Henry	SR 37	SR 10	GA
3	4	Muscogee	Lee	SR 520	SR 280	GA
3	4	Muscogee	Lee	M8069 Dillingham St	Dillingham St.	GA
3	4	Muscogee	Lee	West 13th St.	13th St.	GA
3	4	Harris	Chambers	I-85 NBL	I-85 NBL	GA
3	4	Harris	Chambers	I-85 SBL	I-85 SBL	GA
3	4	Chattahoochee	Russell	Dixie Rd.	Sunshine Rd.	US
4	7	Early	Houston	SR 62	SR 52	AL
4	7	Quitman	Barbour	US 82/SR 50	US 82	AL
4	7	Early	Houston	US 84/SR 38 WBL	US 84	AL
3	4	Muscogee	Russell	US 80/SR 22/ JR Allen Pkwy WBL	US 80	AL
3	4	Muscogee	Russell	US 80/SR 22/ JR Allen Pkwy EBL	US 80	AL
3	4	Stewart	Russell	SR 39	SR 208	AL

MS/AL State Line Inventory Responsibility

MS Route No.	AL Route No.	Feature Intersected	Maint./ Owner	Inventory	% Shared	MS Structure ID	AL Structure ID
US 98	US 98	Escatawpa River	Shared	Shared	5	210009802022070	13951

FL/AL State Line Inventory Responsibility

FL Route No.	AL Route No.	Feature Intersected	Maint./ Owner	Inventory	% Shared	FL Structure ID	AL Structure ID
FL 30	US 98/AL 42	Perdido Bay	Shared	Shared	50	480140	12386
CR 184	CR 112	Perdido River	FL	FL	0	480110	7488
FL 110	US 90/AL 16	Perdido River	FL	FL	0	480218	21475
I-10 EBL	I-10 EBL	Perdido River	FL	FL	0	480081	21476
I-10 WBL	I-10 WBL	Perdido River	FL	FL	0	480077	21477
Barineau Park Rd	Barineau Park Rd	Perdido River	FL	FL	0	484216	21478
Rockaway Creek Rd	Rocky Creek Rd	Rocky Creek	FL	FL	0	484014	21479

Feature Intersected	Length	Maint.	Inventory	% Shared	GA Structure ID	AL Structure ID
Chattahoochee River	955	GA	GA	100	099-5064-0	21480
Chattahoochee River	824	GA	GA	100	061-0002-0	21481
Chattahoochee River	1306	GA	GA	100	215-0009-0	21482
Chattahoochee River	700	Columbus	GA	100	215-0127-0	21483
Chattahoochee River	1268	GA	GA	100	215-5054-0	21484
Chattahoochee River	1086	GA	GA	100	145-0036-0	21485
Chattahoochee River	1086	GA	GA	100	145-0037-0	21486
Chattahoochee River		AL	AL		053-9001-0	
Chattahoochee River	1142	AL	AL	0	099-9001-0	6628
Chattahoochee River	132	AL	AL	0	239-9001-0	7641
Chattahoochee River	955	AL	AL	0	099-9002-0	11201
Chattahoochee River		AL	AL	0	215-9001-0	13589
Chattahoochee River		AL	AL	0	215-9002-0	13590
Chattahoochee River		AL	AL	0	259-9001-0	14286

Construction & Maintenance Activities

Construction and Maintenance Activities by Region For Fiscal Year 2022 Miles Authorized

Region	Highway System	Grade Drain	Base & Pav	Grade, Drain, Base, Pav & Bridge
SOUTHEAST	STATE*	0.0	0.0	0.0
	OTHER	0.0	0.0	0.5
	TOTAL	0.0	0.0	0.5
EAST CENTRAL	STATE	0.0	0.0	0.0
	OTHER	0.0	0.0	0.0
	TOTAL	0.0	0.0	0.0
NORTH	STATE	0.0	0.0	0.0
	OTHER	0.0	0.0	0.1
	TOTAL	0.0	0.0	0.1
WEST CENTRAL	STATE	0.0	0.0	0.0
	OTHER	0.0	0.0	0.0
	TOTAL	0.0	0.0	0.0
SOUTHWEST	STATE	0.0	0.0	6.7
	OTHER	0.0	0.0	0.3
	TOTAL	0.0	0.0	7.0
TOTAL	STATE	0.0	0.0	6.7
	OTHER	0.0	0.0	0.8
	TOTAL	0.0	0.0	7.5

*State system includes all State and Interstate Highways.

*Other system includes all County & Local Highways.

Resurfacing Projects Only	Resurfacing with Pavement Widening	Rehabilitated	Added Roadway Lanes	Bridges Authorized
159.3	30.1	0.6	3.8	11
62.2	9.9	0.0	0.2	0
221.5	40.0	0.6	4.0	11
62.6	46.7	0.0	0.0	3
8.6	7.1	0.0	0.0	2
71.1	53.8	0.0	0.0	5
111.8	0.0	8.1	1.9	3
10.8	0.2	0.4	2.6	1
122.6	0.2	8.5	4.5	4
52.5	29.5	0.0	0.0	1
3.8	0.4	0.0	0.0	1
56.3	29.9	0.0	0.0	2
122.7	8.4	0.0	0.0	8
69.4	6.6	0.0	2.0	0
192.1	14.9	0.0	2.0	8
508.8	114.7	8.7	5.8	26
154.7	24.1	0.4	4.8	4
663.5	138.8	9.1	10.5	30

Awarded Contracts FY 2022

\$424,997,320.73

Interstate and National Highway System

\$413,438,768.43

Other Federal Aid

\$3,118,481.00

State Maintenance

\$25,212,703.10

State Funds

\$6,878,401.29

Alabama Transportation Rehabilitation
& Improvement Program (ATRIP)

\$873,645,674.55

TOTAL AMOUNT AWARDED

Awarded Contracts 2011-2022

Year	Contracts Awarded	Amount Awarded*
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
2021	240	699
2022	216	874

*in millions of dollars

Materials & Tests Activities FY 2022

MATERIALS DIVISION

PAVEMENT DESIGN SECTION

Pavement Structural Designs Approved	178
Pavement Structural Design Addendums Approved	187

CERTIFICATION SECTION

Miles of Independent Assurance Sampling & Testing	795.4
Concrete Structures Projects	9
Safety Improvement & Guardrail Projects	48
Total Projects IAS&T Certified Completed	76
COM Letters	231

NUCLEAR GAGE LABORATORY

Repaired Nuclear Gages	11
Disposed Nuclear Gages	11
Calibrated/Recalibrated Nuclear Gages	153
Leak-tested Nuclear Gages	497

GEOTECHNICAL DIVISION

GEOTECHNICAL IN-HOUSE DESIGN

Bridge and Culvert Reports	4
Slide Correction & Back Slope Reports	2
Limited Soil Survey & Materials Reports	13
Slope Study Reports	13
Sign, Signal Pole & High-mast Lighting Reports	19
Retaining Wall Reports	0
Special Projects (i.e. Sinkholes & Rockfalls)	1
Building Foundation	0
Geo-hydrological Reports	16

GEOTECHNICAL CONSTRUCTION

Wave Equation Analysis	24
Dynamic Testing/Restrikes for Construction	38
Static Load Tests	8
Drive to Refusal Analysis	6
Hammer Approvals	20
Construction Submittal Reviews	35

GEOTECHNICAL CONSULTANT DESIGN

Bridge and Culvert Reports	15
Slope Study Reports	8
Slide Correction & Back Slope Reports	1

Soil Survey Reports	8
Sign, Signal Pole & High-mast Lighting Reports	3
Retaining Wall Reports	7
Special Projects	0
Reports reviewed for concurrence	15+

FOUNDATION INVESTIGATION-DRILLING

Bridge and Culvert Projects	48
Slide Correction & Back Slope Projects	19
Soil Survey Projects	32
Sign, Signal Pole & High-mast Lighting Projects	13
Retaining Wall Projects	3
Special Projects (Sinkhole studies & Hazard Materials Sites & Asphalt)	9
Total Footage Drilled for Projects (feet)	37142

ENVIRONMENTAL SERVICES DIVISION

HAZARDOUS MATERIALS

Clearance for Projects	82
Investigations at Underground Storage Tank or Hazardous Materials Sites	3
Site Remediation Projects (UST Closure, Corrective Action, etc.)	6

ENVIRONMENTAL COMPLIANCE

Environmental Audits	51
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PAVEMENT MANAGEMENT DIVISION

Centerline Miles of Pavement Friction Testing	1586
Centerline Miles of Pavement Condition Assessment	7639
Pavement Condition Assessment/ Non-State Route HPMS Samples	1042
Falling weight Deflectometer Testing-Projects	110

TESTING DIVISION

Aggregate/Soils Lab Test Reports	1621
Cement Lab Test Reports	416
Hot Mix Asphalt Lab Test Reports	377
Physical Lab Test Reports	2074
Liquid Asphalt Lab Test Reports	106
Chemical Lab Test Reports	1517

Separations & Appointments

Separations & Appointments 16-Year Comparison

SEPARATIONS	2007	2008	2009	2010	2011	2012	2013	2014
Resignations	258	201	118	137	142	148	153	152
Dismissals	43	17	35	18	33	32	29	31
Layoffs	0	0	0	0	0	0	0	0
Leave without Pay	77	68	79	113	38	33	38	23
Suspension	40	62	54	64	45	54	52	28
Death	9	11	11	15	14	12	10	6
Retirement	79	79	94	127	130	187	141	157
TOTAL	506	438	391	474	402	466	423	397
APPOINTMENTS	2007	2008	2009	2010	2011	2012	2013	2014
Regular	416	306	550	520	459	186	236	360
Form 8 Provisional	24	64	45	64	10	0	2	2
Temporary	70	41	25	36	13	6	1	7
TOTAL	510	411	620	620	482	192	239	369

Fiscal Year 2022 Separations & Appointments by Category

SEPARATIONS	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total
Resignations	20	21	22	24	27	26	27	33	37	38	64	35	374
Dismissals	4	2	5	4	3	4	6	12	6	3	6	4	59
Layoffs	0	0	0	0	0	0	0	0	0	0	0	0	0
Leave without Pay	3	1	3	1	3	2	0	5	1	0	3	2	24
Suspension	6	0	3	1	1	5	1	5	3	5	3	3	36
Death	2	1	0	1	0	0	1	1	0	0	0	0	6
Retirement	5	6	59	20	12	11	9	17	17	5	9	3	173
TOTAL	40	31	92	51	46	48	44	73	64	51	85	47	672
APPOINTMENTS	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total
Regular	30	33	33	27	40	37	42	40	62	42	48	32	466
Provisional	0	0	0	0	0	0	0	0	0	0	0	0	0
Temporary	0	0	1	0	0	0	0	0	0	0	0	0	1
Form 8	2	0	1	0	0	0	0	1	23	9	8	1	45
TOTAL	32	33	35	27	40	37	42	41	85	51	56	33	512

2015	2016	2017	2018	2019	2020	2021	2022	Total
170	167	205	238	231	253	295	374	3242
33	26	20	28	17	56	44	59	521
0	0	0	0	0	0	0	0	0
37	25	28	33	32	32	29	24	709
35	39	46	43	45	46	37	36	726
9	12	11	13	6	13	19	6	177
156	163	129	141	135	153	147	173	2,191
440	432	439	496	466	553	571	672	7566
2015	2016	2017	2018	2019	2020	2021	2022	Total
369	329	397	440	445	371	342	466	6,192
1	1	1	0	33	51	36	45	379
8	2	2	1	7	2	4	1	226
378	332	400	441	464	423	382	512	6,775

Personnel & Payroll Comparison

Personnel & Payroll 2021-2022 Comparison

Semi-weekly Pay Period	2021		2022	
	Employees	Payroll	Employees	Payroll
October 1-15, 2020	4385	\$9,221,832.41	4306	\$9,296,359.44
October 16-31, 2020	4378	\$8,982,860.16	4290	\$9,176,143.34
November 1-15, 2020	4388	\$11,450,424.33	4289	\$11,577,388.02
November 16-30, 2020	4371	\$8,832,074.52	4293	\$9,121,770.57
December 1-15, 2020	4378	\$8,788,251.14	4303	\$9,234,992.93
December 16-31, 2020	4400	\$8,740,142.26	4301	\$9,130,325.36
January 1-15, 2021	4400	\$9,356,526.92	4305	\$10,235,400.13
January 16-31, 2021	4011	\$8,063,575.44	4245	\$9,098,377.31
February 1-15, 2021	4396	\$9,127,669.91	3896	\$8,867,239.31
February 16-28, 2021	4356	\$9,289,138.82	4230	\$9,029,323.26
March 1-15, 2021	4365	\$9,173,611.28	4228	\$9,306,428.97
March 16-31, 2021	4367	\$8,991,911.60	4224	\$9,191,648.57
April 1-15, 2021	4368	\$9,248,782.45	4243	\$9,351,839.68
April 16-30, 2021	4358	\$9,018,651.61	4224	\$9,119,611.44
May 1-15, 2021	4378	\$9,150,211.46	4227	\$9,398,707.98
May 16-31, 2021	4363	\$9,032,931.75	4221	\$9,097,525.01
June 1-15, 2021	4366	\$9,193,262.41	4252	\$9,373,119.42
June 16-30, 2021	4351	\$9,053,089.39	4254	\$9,184,083.17
July 1-15, 2021	4349	\$9,185,121.89	4254	\$9,504,459.77
July 16-31, 2021	4344	\$9,204,713.84	4236	\$9,205,673.91
August 1-15, 2021	4348	\$9,195,444.75	4243	\$9,227,970.39
August 16-31, 2021	4325	\$9,026,873.62	4227	\$9,181,351.17
September 1-15, 2021	4325	\$9,229,317.04	4202	\$9,578,174.76
September 16-30, 2021	4308	\$9,214,196.82	4198	\$9,617,762.64
TOTAL PAYROLL		\$219,770,615.82		\$225,105,676.55
SEMI-WEEKLY AVERAGE	4349	\$9,214,196.82	4237	\$9,379,403.19

Right of Way Bureau Activities FY 2022

Right of Way Bureau Activities 2022

ROW OPERATIONS

APPRAISAL

Appraiser Fees	1,144,368
Staff Appraiser Costs	255,912
TOTAL APPRAISAL COSTS	\$1,400,280

ACQUISITIONS

499 Parcels Acquired throughout FY 2022

Attorney Fees	578,931
Court Filing Costs	72,634
Right of Way Acquisition Costs	56,095,065
TOTAL ACQUISITION COSTS	\$56,746,630

RELOCATION

Relocation of individuals, families, businesses, farms, and non-profit organizations	2,871,690
TOTAL RELOCATION COSTS	\$2,871,690

PROPERTY MANAGEMENT

Rental Receipts from Acquired Property	262,313
TOTAL REVENUE (CREDITED BACK TO PROJECTS)	\$262,313
Land Leases	166,232
Oil and Gas Leases	22,669
Sale of Uneconomic Remnants, Right of Way, and Access Rights	370,640
Sale of Structures	0
TOTAL REVENUE (CREDITED TO US CODE TITLE 23 FUNDING)	\$559,541
TOTAL PROPERTY MANAGEMENT REVENUE	\$821,854

UTILITIES

UTILITY RELOCATIONS

65 Executed SAHD #1 Non-Reimbursable Agreements	0
29 Executed SAHD #2 Reimbursable Agreements	16,231,411
11 Executed SAHD #3 Reimbursable Agreements	2,813,685
1 Executed SAHD #4 Non-Reimbursable Agreements	10,000
TOTAL UTILITY RELOCATION COSTS	\$19,055,096

Research & Development FY 2022

Product Evaluation Section Reporting Numbers

under the direction of the ALDOT Product Evaluation Board

62

Products Submitted for Evaluation

77

Products Approved

60

Products Currently Under Evaluation

21

Products Disapproved for Approval Consideration

Product Evaluation Section Reporting Numbers

under the direction of the ALDOT Research Advisory Committee

14

Projects Approved for Funding

30

Ongoing Research (Active) Projects

13

Transportation Pooled Fund Studies Participating In

3

Active State-Led Transportation Pooled Fund Studies

Alabama Transportation Infrastructure Bank

The Alabama Transportation Infrastructure Bank (ATIB) was created pursuant to Act No. 2015-50, as amended by Act No. 2018-290 (collectively, the “Act”), to provide economic support for road, bridge, and mass transit capital projects.

Executive summary

The Alabama Department of Transportation determined that providing a guaranty of bonds issued to fund loans to local governmental entities provides economic benefit to local governmental entities in the State. For many local governmental entities, the availability of the ATIB results in a higher bond rating than it could obtain on its own, thus reducing the local governmental entity’s borrowing cost.

The ATIB guaranty is provided through a Master Trust Indenture structure with pledged revenues consisting of License and Registration Fees, Diesel Tax, Motor Carrier Fuel Tax, and Identification Marker Fees of the State’s Public Road and Bridge Fund. The pledged revenues totaled \$278,416,239 for Fiscal Year 2022.

The ATIB program has received an “A” rating from Standard & Poor’s. The ATIB has elected to insure the program debt borrowings (at ATIB cost) in order to provide borrowers a “AA” rating on program debt borrowings.

The ATIB through a comprehensive application process gives local governmental entities the ability to accelerate transportation construction projects as issuing bonds for major road and bridge construction completes the projects much sooner than pay-as-you-go funding, thus increasing safety and mobility to the motoring public.

Local governmental entities’ share of gas tax receipts, sales tax receipts, ad valorem taxes,

and other revenue receipts, etc. are used to secure and amortize low fixed-rate ATIB loans. The ATIB works with local governmental entities on meeting certain financial covenants in order to participate in the program.

Pursuant to Act No. 2022-270, the Fiscal Year 2023 Public Road and Bridge Fund budget provides an annual contribution to the ATIB in an amount not to exceed \$25,000,000, if needed, for debt service in the event of a borrower default scenario (i.e., ATIB debt service is due on the 15th of the month with borrower loan payments due on the 1st of the month).

Under the ATIB, local governmental entities receive flexible loan amortization schedules up to 40 years subject to the life of the project being financed and are only responsible for the repayment of their individual loans.

The ATIB also serves as a voluntary option for transportation financing and “match” financing operating parallel to other State and Federal transportation funding initiatives.

The ATIB provides an on-going 5 basis point administrative fee to ALDOT through local governmental entities loan repayments. The administrative fees are used to recoup costs of issuance funded up-front by ALDOT, to capitalize the ATIB, and provide a subordinated revenue pledge to ATIB bond debt service.

Board of Directors

Transportation Director John Cooper, Chairman

State Treasurer Young Boozer, Vice Chairman

Finance Director Bill Poole, Secretary

Chief of Staff Liz Filmore

Representative Nathaniel Ledbetter

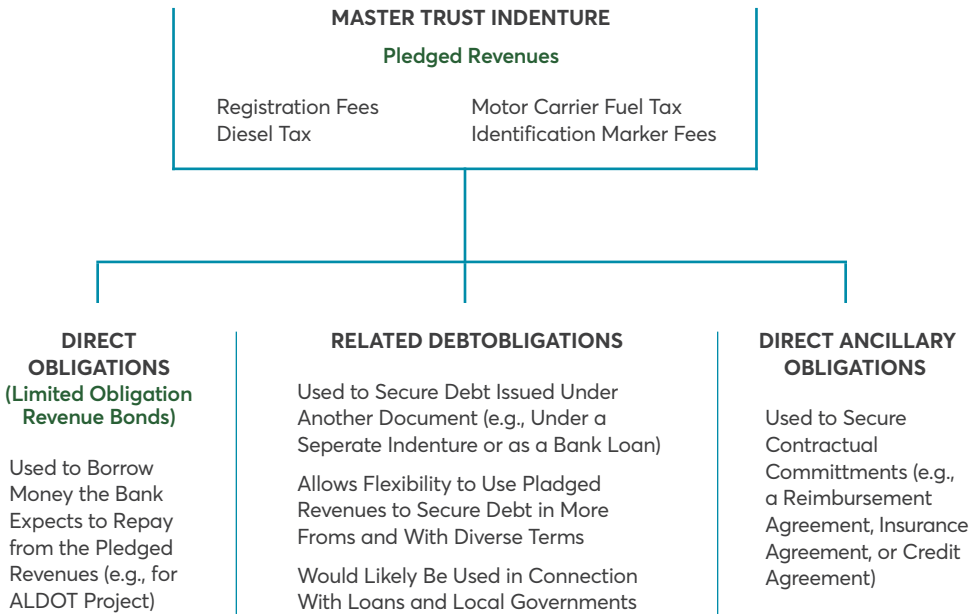
Deputy Chief of Staff Brooks McClendon

Senator Arthur Orr

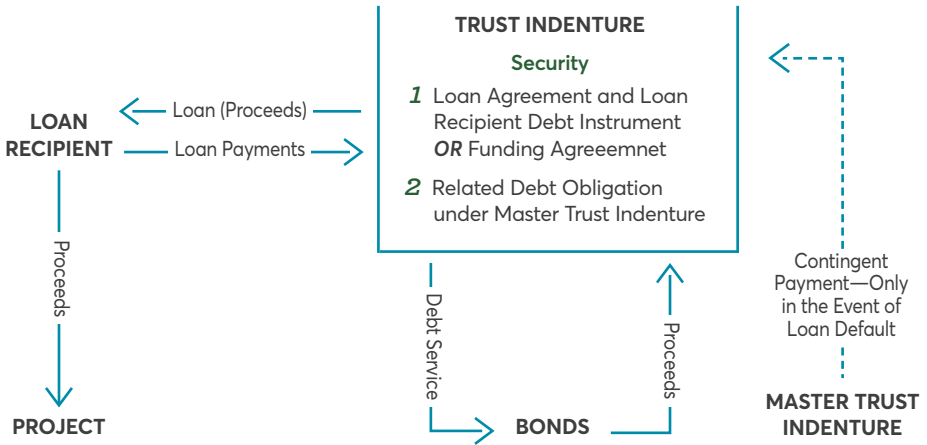
Alabama Department of Transportation

Jeff Hornsby, Chief Financial Officer

Program Structure



Local Loan Structure



2022 Borrowers

\$5,080,000

Bullock County Project

Alabama Transportation Infrastructure Bank Limited Obligation Revenue Bonds Series 2022-A

On April 5, 2022, ATIB approved and successfully competitively bid to the national bond market \$5,080,000 to fund a loan to Bullock County for local road projects. Regions Capital Advantage won the bid and Bullock County received a "AA" fixed rate of 2.88% for 15 years.

Bullock County identified multiple needs for roadway improvements to numerous county roads including patching deteriorated roadway sections, widening existing roadways, leveling roadway surfaces, resurfacing, improving roadway shoulders, traffic striping, and other various improvements.

Bullock County pledged its share of the State's seven cents gasoline tax and its share of the State's Rebuild Alabama tax.

\$66,335,000

Jefferson County Project

Alabama Transportation Infrastructure Bank Limited Obligation Revenue Bonds Series 2022-B

On June 28, 2022, ATIB approved and successfully competitively bid to the national bond market \$66,335,000 to fund a loan to Jefferson County for local transportation projects. Robert W. Baird, Inc. won the bid and Jefferson County received a "AA" fixed rate of 3.93% for 20 years.

Jefferson County identified 12 projects for funding such as roadway reconstruction, intersection improvements, deficient bridge replacements, round-a-bout access, and other multi-jurisdictional projects.

Jefferson County pledged the County's Bridge and Public Building Fund that collects a 5.1 mill ad valorem tax.

State Oversight Framework

Operations of the ATIB are administered by ALDOT under adopted rules and procedures which can be found on ALDOT's website.

ATIB loans to counties, municipalities, and local cooperative transportation districts are thoroughly evaluated pursuant to applications filed with ALDOT.

ALDOT staff and other outside professionals thoroughly evaluate loan applications.

State projects submitted can be any State maintained highway system project or local road project.

Projects are bid and let by local borrowers in accordance with applicable State laws. ALDOT will assist local borrowers if requested.

Level of financial feasibility includes source and security of loan repayments and community participants that will benefit from the project.

Current program loan minimum of \$5 million. Such loan amount can include pooled projects and may be joint with other governmental entities (i.e., Rebuild pledge for joint city/county projects).

Trustee for ATIB bonds is Regions Bank.

If a governmental entity fails to remit in full all loan payments when due, ATIB shall notify the State Finance Department who may intercept all or a portion of funds administered by the state that are appropriated to the governmental entity.

State Highway System Description

The information below is a description of state and US routes that ALDOT maintains, excluding interstates. It is listed in numerical order.

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, Gunterville, 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 Florida northerly via Opp, Brantley, Luverne, Montgomery, Wetumpka, Goodwater, Ashland, Lineville, Heflin, Iron City, Piedmont, Centre, and Cedar Bluff to end at the Georgia Line east of Cedar Bluff
10. (US 331 part, US 29 part, US 231 part) from the Mississippi Line west of Pushmataha via Butler, Nanafalia, Camden, Greenville, Luverne, Troy, Brundidge, and Abbeville to end at the Georgia Line near Fort Gaines, Georgia
11. US Route Number— not used
12. (US 84, US 31 part, US 29 part, US 331 part) from the Mississippi Line west of Isney easterly via Bolinger, Coffeerville, Grove Hill, Mexia, Repton, Evergreen, River Falls, Andalusia, Opp, Elba, Enterprise, Daleville, and Dothan to end at the Georgia Line southeast of Gordon
13. (US 43 part, US 80 part, US 11 part, US 82 Part, US 278 part, US 72 part) from a junction with Alabama 16 in Mobile via Thomasville, Demopolis, Eutaw, Tuscaloosa, Eldridge, Natural Bridge, Haleyville, Phil Campbell, Russellville, and Florence to end at the Tennessee Line north of Greenhill
14. (US 43 part, US 80 part, US 31 part, I-65 part) from the Mississippi Line northwest of Pickensville via Pickensville, Aliceville, Clinton, Eutaw, Greensboro, Marion, Selma, Prattville, Wetumpka, Tallassee, and Auburn to end at the junction with Alabama 147 in Auburn
15. (US 29 part, US 84 part, US 331 part, US 82 part, US 80 part, I-85 part, US 280 part) from a junction with Alabama 3 in Brewton via Andalusia, Luverne, Troy, Banks, Union Springs, Tuskegee, and Opelika to end at the Georgia Line in Lanett
16. (US 90, US 98 part, I-65 part) from the Mississippi Line west of Grand Bay via Mobile, Spanish Fort, Loxley, and Robertsedale to end at the Florida Line east of Seminole
17. (US 45 part, US 43 part, US 72 part) from a junction with Alabama 42 in Mobile via Citronelle, Deer Park, Chatom, Butler, York, Aliceville, Reform, Millport, Vernon, Sulligent, Hamilton, Russellville, and Florence to end at the Tennessee Line north of Zip City
18. (US 43 part) from the Mississippi Line west of Vernon via Vernon, Fayette, and Berry to end at the junction with Alabama 69 near Oakman
19. From a junction with Alabama 17 north of Detroit via Vina and Red Bay to end on Mississippi Line.
20. (US 43 part, US 72 part, US 72 Alt part, US 31 part) from the Tennessee Line north of Dart via Florence, 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

State Highway System Description

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 Lacey's Spring
37. From a junction with Alabama 12 and 134 (US 84) in Daleville northerly to end at the Tank Hill Gate of Fort Rucker Res
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, Robertsedale, Loxley, Stapleton, Bay Minette, and Stockton to end at the junction with Alabama 21 in Uriah
60. From a junction with Alabama 14 at Wedgeworth northeasterly to end at the junction with Alabama 69 near Havana
61. From a junction with Alabama 8 (US 80) in Uniontown via Newbern to end at the junction with Alabama 14 in Greensboro
62. From a junction with Alabama 227 at Meltonsville westerly to end at the north entrance to an industrial facility
63. From a junction with Alabama 14 at Claud via Eclectic, Alexander City, and Hackneyville to end at the junction with Alabama 9 south of Millerville
64. From a junction with Alabama 13 (US 43) south of Green Hill via Lexington to end at the junction with Alabama 207 north of Anderson
65. From a junction with Alabama 2 (US 72) north of Paint Rock via Garth, Trenton, Hollytree, Princeton, Swaim, and Larkin to end at the Tennessee Line north of Francisco
66. From a junction with Alabama 28 at Consul easterly to end at the junction with Alabama 5 southwest of Safford
67. (US 72 Alt part) from a junction with Alabama 53 (US 231) south of Summit via Hulaco, Somerville, and Decatur to end at the State Docks Property north of Alabama 20 (US 72 Alt) in Decatur
68. (US 11 part, US 411 part) from a junction with Alabama 75 north of Albertville via Crossville, Collinsville, Leesburg, Centre, Cedar Bluff, and Gaylesville to end at the Georgia Line east of Gaylesville
69. (US 43 part, I-359 part, US 80 part, Alternate US 78 part, I-65 part, US 31 part, US 278 part) from a junction with Alabama 177 in Jackson via Coffeetown, Nanafalia, Linden, Gallion, Greensboro, Moundville, Tuscaloosa, Oakman, Jasper, Cullman, and Arab to end at the junction with Alabama 1 (US 431) in Guntersville
70. From a junction with Alabama 3 (US 31) at Dargin northeasterly to end at the junction with Alabama 25 in Columbiana
71. From a junction with Alabama 35 in Section via Flat Rock and Higdon to end at the Georgia Line northeast of Higdon
72. US Route Number—not used
73. From a junction with Alabama 71 northeast of Higdon northerly via Bryant School to end at the Tennessee Line
74. (US 278 part, US 431 part, Alternate US 431 part) from a junction with Alabama 4 (US 78) west of Hamilton via Hamilton Natural Bridge, Double Springs, Cullman, Holly Pond, Attalla, Gadsden, and Piedmont to end at the Georgia Line
75. From the southern limits of Interstate 59 at Cozy Corner via Pinson, Oneonta, Albertville, Rainsville, and Ider to end at the Georgia Line north of Ider
76. (US 280 part, US 231 part) from a junction with Alabama 25 north of Wilsonville via Childersburg to end at the junction with Alabama 21 at Winterboro
77. From a junction with Alabama 1 (US 431) in Lafayette via Wadley, Mellow Valley, Ashland, Talladega, Lincoln, Southside, Rainbow City, and Attalla to end at the junction with Alabama 1 (US 431) northwest of Attalla
78. US Route Number—not used
79. (US 231 part, US 431 part) from a junction with Interstate 59 (Northbound ramp) in Birmingham via Tarrant City, Pinson, Cleveland, Liberty, Brooksville, Guntersville, Scottsboro, Skyline, and Hytop to end at the Tennessee Line north of Hytop
80. US Route Number—not used
81. From a junction with Alabama 8 (US 80) in Tuskegee northerly to end at the junction with Alabama 14 in Notasulga
82. US Route Number—not used
83. From a junction with Alabama 3 (US 31) in Evergreen via Lyeffion to end at the junction with Alabama 47 in Midway
84. US Route Number—not used
85. From a junction with Alabama 27 in northeast Geneva northeasterly via Bellwood and Clayhatchee to end at the south boundary of the Fort Rucker Reservation in Daleville
86. From the Mississippi Line west of Pickensville easterly via Pickensville and Carrollton to end at the junction with Alabama 6 (US 82) southeast of Gordo
87. (US 84 part) from the Florida Line south of Samson northerly via Samson, Elba, and Spring Hill to end at the junction with Alabama 53 (US 231) in Troy

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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 14 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 north-easterly 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 Tait's Gap and Altoona to end at the junction with Alabama 74 (US 278) east of Red Bud
- 133.** From a junction with Alabama 20 southeast of Tusculumbia northerly via Muscle Shoals and across Patton Island Bridge to the junction of Alabama 157, thence easterly along Veterans Drive and northerly and westerly along Cox Creek Parkway to end at the junction of Alabama 20 west of Florence
- 134.** (US 84 part) from a junction with Alabama 9 and Alabama 12 (US 331 and US 84) north of the L&N Railroad in Opp easterly via Ino, Turner Crossroads, Enterprise, Daleville, Newton, Midland City, and Headland to end at the junction with Alabama 95 near Columbia
- 135.** 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

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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 Coffeeville 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 Lubbbub 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 north-westerly via Hartford, Highbluff, Enterprise, and Folsom Bridge to end at the junction with Alabama 87 south of Spring Hill
168. From a junction with Alabama 75 in Douglas easterly via Boaz and Kilpatrick to end at the junction with Alabama 68 west of Crossville
169. (US 80 part) from a junction with Alabama 1 (US 431) northeast of Seale northerly via Crawford to end at the junction with Alabama 51 in Opelika
170. From a junction with Alabama 9, Alabama 21, and Alabama 53 (US 231) in Wetumpka northeasterly to end at the junction with Alabama 63 in Eclectic
171. (US 43 part, Alternate US 78 part, US 278 part, Alternate US 78 part) from a junction with Alabama 13 (US 43) north of Northport northwesterly via Newtonville, Fayette, Winfield, and Guin to end at the junction with Alabama 17 (US 43) in Hamilton
172. From a junction with Alabama 19 at Vina easterly via Hodges and Hackleburg to end at the junction with Alabama 13 in Bear Creek
173. From a junction with Alabama 1 (US 431) in Headland via Newville and Capps to end at the junction with Alabama 27 southwest of Abbeville
174. (US 411 part) from a junction with Alabama 7 (US 11) in Springville southeasterly via Odenville to end at the junction with Alabama 53 (US 231) north of Pell City
175. From a junction with Alabama 14 west of Sprott northerly to end at the junction with Alabama 5 south of Heiberger
176. From a junction with Alabama 68 southeast of Collinsville northeasterly via Dogtown along Little River Canyon to end at the junction with Alabama 35 southeast of Fort Payne
177. From a junction with Alabama 13 (US 43) at Jackson southeasterly and northeasterly via Jackson to end at the junction with Alabama 13 (US 43) north of Jackson
178. From a junction with Alabama 13 (US 43) north of Grove Hill easterly to end at the junction with Main Street in Fulton
179. From a junction with Alabama 74 (US 278) at Howelton northerly via Aurora to end at the junction with Alabama 168 west of Boaz
180. From the end of the paved road in Fort Morgan Historic Park easterly via Gulf Shores to end at the junction with Alabama 161 in Orange Beach
181. From a junction with Alabama 42 (US 98) north to end at the junction with Alabama 3 (US 31)
182. From Pine Beach west of Gulf Shores easterly via Gulf Shores to end at the Florida Line
183. From a junction with Alabama 8 (US 80) in Uniontown northeasterly via Marion, and Sprott to end at the junction with Alabama 6 (US 82) northwest of Maplesville

- 184.** From a junction with Alabama 2, Alabama 13, and Alabama 17 (US 43 and US 72) in Muscle Shoals easterly via Listerhill and Nitrate City to end at the junction with Alabama 101 north of Town Creek
- 185.** From a junction with Alabama 3 (US 31) south of Greenville northerly via Greenville and Fort Deposit to end at the junction with Alabama 3 (US 31) south of Sandy Ridge
- 186.** From a junction with Interstate 85 northeast of Tuskegee southeasterly to end at the junction with Alabama 8 and Alabama 15 (US 80 and US 29) southwest of Alliance
- 187.** From a junction with Alabama 17 (US 43) north of Hamilton northerly via Hodges to end at the junction with Alabama 24 in Belgreen
- 188.** From the northern limits of Interstate 10 north of Grand Bay via Grand Bay, Bayou La Batre, and Coden to end at the junction with Alabama 193 at Alabama Point
- 189.** (US 84 part) from a junction with Alabama 52 in Kinston northerly via Elba to end at the junction with Alabama 9 (US 331) south of Brantley
- 190.** Number not used
- 191.** From a junction with Alabama 22 east of Maplesville northerly via Pleasant Grove to end at the junction with Alabama 3 (US 31) in Jemison
- 192.** From a junction with Alabama 167 in Enterprise northwesterly and northeasterly to end at the junction with Alabama 12 (US 84)
- 193.** From a point on the south abutment of the Dauphin Island Bridge northerly across the Dauphin Island Bridge via Alabama Point and Mon Louis Island to end at the western limits of Alabama 16 (US 90) near Tillmans Corner
- 194.** Number not used
- 195.** (US 278 part) from a junction with Alabama 5 in Jasper northerly via Poplar Springs, Double Springs, Ashridge, and Forkville to end at the junction with Alabama 13 in Haleyville
- 196.** From a junction with Alabama 52 west of Geneva southeasterly to end at the junction with Alabama 27 south of Geneva
- 197.** From a junction with Alabama 15 (US 29) south of Union Springs northerly along Rooney Street to end at the junction with Alabama 6 and Alabama 15 (US 82 and US 29) in Union Springs
- 198.** From a junction with Alabama 239 in Clayton easterly to end at the junction with Alabama 30 in southeast Clayton
- 199.** From a junction with Alabama 81 north of Tuskegee northwesterly to end at the junction with Alabama 14 southwest of Liberty City
- 200.** Number not used—Route eliminated 12/19/18
- 201.** From a junction with Alabama 93 southeast of Banks northerly to end at the junction with Alabama 15 (US 29) east of Banks
- 202.** From a junction with Interstate 20 in Talladega County northerly via Coldwater to end at the junction with Alabama 1 and Alabama 21 (US 431) in Anniston
- 203.** Number not used—Route eliminated 7/20/22
- 204.** From Alabama 1 (US 431) west of Crystal Springs via Angel to end at the junction with Alabama 21 in Jacksonville
- 205.** From a junction with Alabama 1 (US 431) south of Boaz northerly via Boaz and Albertville to end at the junction with Alabama 1 (US 431) south of Guntersville
- 206.** Number not used—Route eliminated 2/1/2013
- 207.** From a junction with Alabama 2 (US 72) in Rogersville northerly via Anderson to end at the Tennessee Line north of Anderson
- 208.** From a junction with Alabama 165 at Cottonton easterly to the east end of the Chattahoochee River bridge near Cottonton
- 209.** Number not used—Route eliminated 08/14/15
- 210.** A highway, roughly circular, around Dothan connecting each of the highway routes radiating from that city and described in a clockwise direction beginning at Alabama 1 (US 231) in south Dothan and ending at Alabama 1 (US 231) in south Dothan
- 211.** From a junction with Alabama 1 and Alabama 74 (US 431 and US 278) in Gadsden northerly to end at the junction with Alabama 7 (US 11) in Reece City
- 212.** From a junction with Alabama 14 (Wetumpka By-Pass) east to end at the junction with Alabama 111 Company Street in Wetumpka
- 213.** From a junction with Alabama 17 (US 45) northwest of Eight Mile Creek in Prichard northeasterly to a junction with Alabama 13 (US 43) in Saraland
- 214.** Number not used
- 215.** From a junction with Alabama 6 (US 82) in Tuscaloosa northerly along Greensboro Avenue to 15th Street, thence easterly along 15th Street and Veterans Memorial Parkway to end at the junction with Alabama 7 (US 11).
- 216.** From a junction with Alabama 215 (University Boulevard) northeasterly via Brookwood to end at the junction with Interstate 59 near Bucksville
- 217.** From a junction with Alabama 17 (US 45) northwest of Eight Mile Creek in Prichard northwesterly via Georgetown to end at the junction with Prine Road southwest of Citronelle
- 218.** Number not used
- 219.** (US 82 part) from a junction with Alabama 22 southwest of Selma northerly via Harper Chapel, Perryville, and Centerville to end at the junction with Alabama 5 north of Centerville
- 220.** Number not used
- 221.** From a junction with Alabama 41 southwest of Camden northerly to end at the junction with Alabama 28 northwest of Camden
- 222.** Number not used

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- 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 Milledgeville 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 north-easterly via White Oak to end at the junction with Alabama 2 (US 72) west of Tusculumbia near Pride
- 248. From a junction with Alabama 27 in Enterprise easterly to end at the west gate of Fort Rucker Reservation
- 249. From the north boundary of Fort Rucker Reservation northeasterly to end at the junction with Alabama 27 in Ozark
- 250. Number not used
- 251. From a junction with Alabama 3 (US 31) in Athens northerly to end at the junction with Alabama 53 in Ardmore
- 252. Number not used
- 253. From a junction with Alabama 118 and Alabama 171 (US 78 and US 43) in Winfield northerly via Twin, Pearces Mills, and Brinn to end at the junction with Alabama 172 in Hackleburg
- 254. Number not used
- 255. From Redstone Arsenal Gate 9, approximately 0.40 mile south of Interstate 565 northerly to end one mile east of Pulaski Pike in Huntsville
- 256. Number not used
- 257. From a junction with Alabama 195 at Five Points north of Jasper northerly via Curry to end at milepost 10 northeast of Lewis Smith Lake in Winston County 258.
- 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 Bragg
- 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
- 294.** Number not used
- 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

Interstate Highway System Description

10. From the Mississippi Line via Mobile, Spanish Fort, Daphne, and Loxley to end at the Florida Line
20. (US 11 part, US 78 part, US 431 part) From the Mississippi Line via Cuba, York, Livingston, Boligee, Eutaw, Tuscaloosa, Vance, Woodstock, Bessemer, Brighton, Midfield, Fairfield, Birmingham, Irondale, Leeds, Moody, Pell City, Riverside, Lincoln, Oxford, Anniston, and Heflin to end at Georgia Line
59. (US 11 part) From the Mississippi Line via Cuba, York, Livingston, Boligee, Eutaw, Tuscaloosa, Vance, Woodstock, Bessemer, Brighton, Midfield, Fairfield, Birmingham, Trussville, Argo, Springville, Ashville, Steele, Attalla, Gadsden, Reece City, Collinsville, Fort Payne, and Hammondville to end at Georgia Line
65. (US 80 part, US 82 part, US 78 part, US 31 part) From a junction with Interstate 10 in Mobile via Prichard, Chickasaw, Saraland, Satsuma, Creola, Atmore, Evergreen, Georgiana, Greenville, Fort Deposit, Montgomery, Prattville, Millbrook, Clanton, Jemison, Calera, Alabaster, Pelham, Hoover, Vestavia Hills, Homewood, Birmingham, Fultondale, Gardendale, Kimberly, Warrior, Dodge City, Good Hope, Cullman, Falkville, Hartsville, Priceville, Decatur, Huntsville, and Athens to end at the Tennessee Line
85. (US 80 part, US 29 part, US 280 part) From a junction with Interstate 65 in Montgomery via Pike Road, Shorter, Franklin, Tuskegee, Auburn, Opelika, Lanett, and Valley to end at the Georgia Line
165. (US 90 part) From a junction with Interstate 65 in Mobile to end at the junction with Alabama 16 in Mobile
359. (US 11 part) From a junction with Alabama 7 in Tuscaloosa to end at the junction with 12th Street in Tuscaloosa
459. From a junction with Interstate 20/59 via Bessemer, Hoover, Vestavia Hills, Birmingham, Mountain Brook, Irondale, to end at the junction with Interstate 59 near Birmingham
565. (US 72 ALT part) From a junction with Interstate 65 in Decatur via Huntsville, and Madison to end at Milepost 22.133 in Huntsville
759. From a junction with Interstate 59 via Gadsden to end at the junction with Alabama 25 in Gadsden



ALDOT Alabama Department
of Transportation

1409 COLISEUM BLVD. MONTGOMERY, AL 36110