

An aerial photograph of a roundabout with several cars driving around it. The road has white and yellow markings, including arrows and chevrons. The central island is a light-colored concrete circle. The text is overlaid on the central island.

ALDOT 2025
ANNUAL
REPORT

**PROGRESS THAT
MOVES ALABAMA**

ONE HUNDRED FOURTEENTH ANNUAL REPORT
FISCAL YEAR 2025
OCTOBER 1, 2024—SEPTEMBER 30, 2025

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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An aerial photograph of a roundabout under construction, overlaid with a semi-transparent green filter. The roundabout features a central island with a circular pattern and a ring of yellow and black diagonal stripes. Four roadways radiate from the center, each with white directional arrows. The surrounding area includes grassy fields, trees, and utility poles. In the bottom right corner, several orange traffic cones are visible on the ground.

2025

Overview

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 31, 2026

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 114th Annual Report.

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

Sincerely,

John R. Cooper

Transportation Director

JRC/TH/

Enclosure

ALDOT Leadership

Alabama Department of Transportation Central Office,
Bureau and Region Leadership as of September 30, 2025

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 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, SR.

Research and Development Bureau

KIDADA DIXON

Pre-Construction

MATT LEVERETTE

Bridge Bureau

BRADLEY WILLIAMS

Design Bureau

STAN BIDDICK

Right of Way Bureau

PHILIP SHAMBURGER

Operations

GEORGE CONNER

Construction Bureau

STACEY GLASS

Equipment Bureau

STAN CARLTON

Maintenance Bureau

ERIC CHRISTIE

Materials and Test Bureau

SCOTT GEORGE

Regions

North Region Engineer

DERRICK WILSON

East Central

Region Engineer

DEJARVIS LEONARD

West Central

Region Engineer

WALLACE C. MCADORY, III

Southeast Region Engineer

JOSH KERVIN

Southwest Region Engineer

MATTHEW ERICKSEN

Fleet Management

WILLIE BRADLEY

Administration

BILL PATTY

Aeronautics Bureau

FRANK FARMER

Air Transportation

BRIAN COOPER

Compliance and Business

Operations Bureau

CLARENCE HAMPTON

Media and Community

Relations Bureau

TONY HARRIS

Training Bureau (Acting)

LATANGA FORE-KENNEDY

Personnel Bureau

PHILLIP MCINTOSH

Leadership History

Alabama Department of Transportation Central Office, Bureau and Region Leadership as of September 30, 2024

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)
1923-1927	William W. Brandon	John A. Rogers

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)
1971-1979	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
1987-1993	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

In 2025, the Alabama Department of Transportation continued strengthening Alabama's transportation network through targeted investments in safety, capacity, technology and customer service. Highlights from the year included major progress on Rebuild Alabama projects, corridor and bridge improvements, enhanced traveler information and safety campaigns, and stories that spotlighted the people behind the work.



Rebuild Alabama projects added lanes, improved access and strengthened bridges in Fiscal Year 2025.

Rebuild Alabama: Delivering Safer, Smoother Routes

Rebuild Alabama investments continued to move from plans on paper to pavement on the ground. In West Central Alabama, ALDOT substantially completed a major Rebuild Alabama Act project along US-82 from SR-69 to Rice Mine Road in Tuscaloosa County. The 2.77-mile project added a travel lane in each direction, improved access management to businesses and introduced a shared-use path for bicyclists and pedestrians. The \$33.9 million project was funded with state gas tax revenue and is expected to ease congestion, boost safety and support local commerce in Northport and Tuscaloosa.

In Elmore County, an access management project on Cobbs Ford Road between Bass Pro Boulevard and the southbound I-65 entrance ramp advanced toward completion. By installing concrete islands and a U-turn bulb, the

project reduces conflict points and limits risky left turns, improving safety on a busy commercial corridor while maintaining access for businesses.

In South Alabama, ALDOT launched a \$78.8 million project to replace the aging westbound span of the Tensaw River Bridge on the US-90 Causeway near Battleship Memorial Park. The new bridge will feature a durable concrete structure and a dedicated path for pedestrians and bicyclists, improving safety, reliability and multimodal access along this critical coastal route.

In North Alabama, work continued on the I-65 Tennessee River Bridges rehabilitation. Nighttime lane closures allowed crews to repair bridge rails and guardrail while keeping daytime traffic moving. The \$23.7 million project includes structural repairs and cleaning, painting and repairing steel on the 50-year-old bridges.



Corridor and bridge projects on US-82, I-65 and I-85 are improving safety and mobility for travelers across Alabama.

Major Corridor and Bridge Improvements

Across the state, ALDOT advanced projects that improve capacity and extend the life of key routes. In Prattville, ALDOT announced completion of the US-82 widening project, further relieving congestion on a growing east-west corridor and building on earlier phases of US-82 improvements in the River Region.

In Montgomery, crews began a resurfacing project on I-85 from Hall Street to Ann Street. The approximately \$2 million project includes resurfacing, guardrail improvements and new striping, with most lane closures scheduled at night to minimize impacts on motorists.

Farther north, ALDOT made progress on the I-65 widening project in Shelby County near Calera, a multi-year effort to add lanes, replace bridges and improve operations on one of Alabama's busiest interstate stretches. Construction from the US-31 interchange north of Calera to the CR-87 interchange near Alabaster is expected to continue through spring 2027.

West Alabama Highway

Significant progress continues on the West Alabama Highway, which involves widening US-43 and SR-69 to four-lane highways in the Black Belt region. Construction of the Linden Bypass (SR-303) in Marengo County will be near completion by mid-2026. Additional sections near Gallion and Dixon Mills have begun construction. Additional segments along the route are expected to be under construction by the end of 2026.

Mobile River Bridge and Bayway: Moving Toward Construction

ALDOT continued advancing the Mobile River Bridge and Bayway Project, a long-range effort to improve safety and mobility along I-10 across Mobile Bay. In May 2025, the department announced key updates as the project moved closer to construction, including ongoing work with design-build teams for the bridge and Bayway and continued coordination on a federal TIFIA loan and guaranteed maximum price.



A rendering of the proposed Mobile River Bridge.

Investing in Safety Through Grants and Innovation

Safety remained at the center of ALDOT's work. In March 2025, ALDOT announced that more than \$43 million in 2024 safety improvement grants had been awarded through the Highway Safety Improvement Program (HSIP) and Local Road Safety Initiative (LRSI). Thirty-five projects across the state will receive funding for intersection upgrades, traffic signal improvements, pedestrian crossings and other countermeasures, with projects expected to be let before the end of 2025.

A Year in Review *continued*

Spotlight projects include a safer pedestrian crossing at Wares Ferry Elementary School in Montgomery, where a refuge island and rapid-flashing beacons will help students and families cross Wares Ferry Road, and the installation of advanced dilemma-zone detection systems at high-speed signalized intersections in parts of Houston County and the Southwest Region. Evaluation of pilot sites showed these systems delivered significant reductions in red-light running and arrivals on red, demonstrating how data-driven technology can prevent severe crashes.

In the Wallace Tunnel on I-10 in Mobile, ALDOT highlighted high-friction surface treatment work designed to improve pavement grip and reduce crashes in a challenging, high-volume tunnel environment.



ALGO Traffic and ASAP Patrol help drivers see problems early and keep traffic moving when incidents occur.

Technology, Traveler Information and ASAP Patrol

During the year, ALDOT continued to expand the tools that help drivers make safer, smarter travel decisions. The department announced enhancements to the ALGO Traffic app and website, including more customizable alerts, streamlined routes and new features that make it easier for motorists to see crashes, construction and congestion in real time.

A companion campaign encouraged drivers to “stay ahead with ALGO Traffic alerts,” reminding travelers that they can view live camera feeds, plan routes and receive push alerts before they hit the road. Together with the Alabama Service and Assistance Patrol (ASAP) trucks, which respond to incidents and assist stranded motorists, these improvements are helping ALDOT clear crashes faster, restore normal traffic flow and protect responders on busy corridors.

In Mobile, ALDOT and the city continued coordinated operations to manage traffic during Mardi Gras, using upgraded signal timing, cameras and traffic management center coordination to move thousands of vehicles safely through downtown routes before and after parades. A separate project modernized traffic signals at key intersections in the city, improving coordination and reducing delays for drivers year-round.

Prepared for Weather, Work Zones and Holiday Travel

ALDOT’s safety outreach emphasized preparedness for work zones, severe weather and busy travel periods. Ahead of National Work Zone Awareness Week in April, ALDOT encouraged motorists to slow down, stay alert and “Respect the Zone so we all get home,” underscoring the risks workers face in active work zones across the state.

In May, ALDOT highlighted National Youth Traffic Safety Month, sharing crash statistics and reinforcing messages about seat belt use, impaired driving and distraction among teen drivers.

Ahead of the 2025 hurricane season, ALDOT outlined how crews in South Alabama prepare for storms—staging equipment, inspecting evacuation routes and coordinating with emergency management partners—and offered practical tips for drivers assembling a vehicle emergency kit and planning evacuation routes.

Travel advisories for major holidays and summer weekends, including the suspension of most



From survey crews in the field to traffic management staff in control centers, ALDOT employees across the state keep Alabama moving.

temporary lane closures over the Fourth of July, helped reduce congestion and improve safety on interstate and beach routes.

ALDOT also warned drivers about scam text messages falsely claiming to collect tolls or traffic fines on behalf of the department. The department stressed that it does not request payment or personal information by text and encouraged Alabamians to block and report suspicious messages, protecting both drivers and ALDOT's brand.

Telling the ALDOT Story and Highlighting the Workforce

Transparency and storytelling remained priorities as ALDOT released its fiscal year 2024 Annual Report, giving residents, lawmakers and stakeholders a clear view of transportation investments, Rebuild Alabama projects and future priorities. The report highlighted that ALDOT awarded more than \$15 million in state transportation funds through the Rebuild Alabama local grant program, the first time the program exceeded its \$10 million minimum funding level.

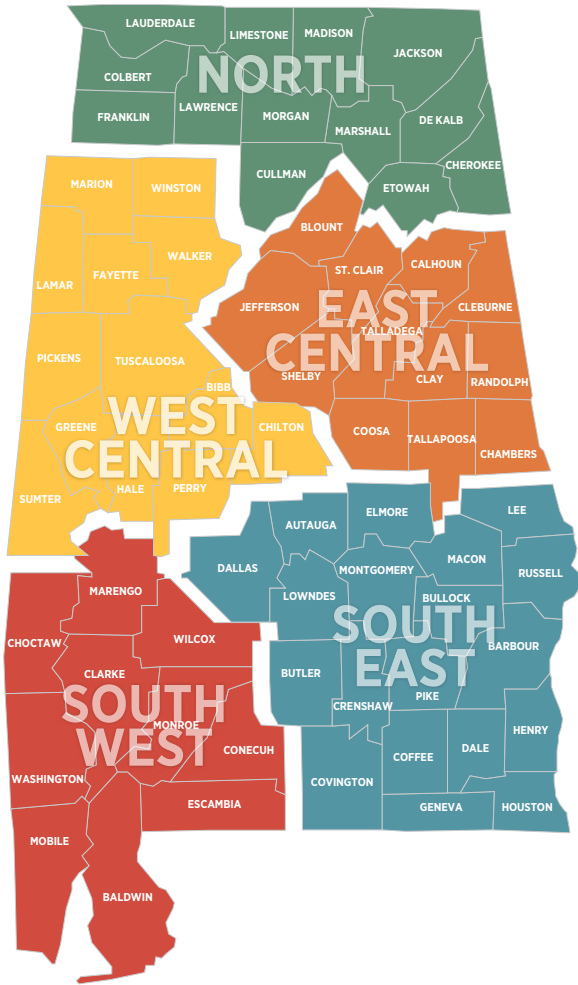
On ALDOTNews.com, feature stories showcased the people behind Alabama's infrastructure. A profile of the statewide survey crew highlighted how their precise work—staking right-of-way, supporting core sampling and responding after washouts or structural damage—literally lays the foundation for roads and bridges.

In the West Central Region, a feature on the Jasper District emphasized how crews adapted to changing traffic patterns and major projects, including a modernized bridge and intersection known locally as "The Split." District staff underscored their pride in building and maintaining roads their own families use every day.

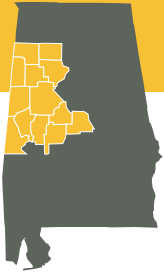
Together, these stories reinforced that ALDOT's progress is powered by people—engineers, surveyors, equipment operators, signal technicians, IT professionals, public information officers and many others—who are committed to providing a safe, efficient and environmentally sound transportation network for all Alabamians.

An aerial photograph of a residential area, heavily forested with lush green trees. A paved road with yellow lane markings runs vertically through the center. On the left side of the road, there are several houses with grey roofs, a large paved driveway, and a parking area with several vehicles. The overall scene is a mix of natural greenery and developed residential space.

Region
Updates



Five regions throughout the state serve the public through project development, implementation, and maintenance, providing 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 owners, utilities and businesses.



West Central Region

The West Central Region celebrated several key projects that improved traffic flow, enhanced safety and increased economic development.

The major US-11 project from Daimler Benz Boulevard in Tuscaloosa County to the SR-5 intersection in Bibb County continues to progress. The 6.8-mile project will add lanes and a shared-use path to the roadway to accommodate ongoing industrial development in the area. Construction is expected to continue until late summer 2026 and will improve traffic flow and enhance safety.

The Gordo Bypass, a 6.2-mile project, is ongoing in Pickens County and will provide a quicker, safer route through West Alabama. The base and pave portion of the project is currently underway.

In Bibb County, a bridge replacement project on SR-5 over Blue Girth Creek and Relief was completed. Additionally, a resurfacing project on US-82 from Wilson Road to SR-5 in Brent was substantially completed. A resurfacing project on SR-25 from US-82 to CR-67 in Bibb County was finished. A resurfacing project on US-82 from SR-25 to SR-382, including the US-82 and SR-25 ramps, was completed.

In Sumter County, a resurfacing project on SR-28 from the intersection of US-11 in Livingston to the intersection of CR-21 was completed. An ATRIP-II roadway lighting project on US-80 at SR-28 and CR-25 near Bellamy was completed and received significant praise from local officials.

In Chilton County, a bridge painting and rehabilitation project on SR-22 over the Coosa River was substantially completed. A resurfacing project on US-31 from Newport Avenue to Inverness Drive and on SR-145 from US-31 to First Street in Clanton was completed.

A traffic sign replacement project on I-20/59 that spanned from the Mississippi state line to the Jefferson County line was substantially

finished, while a similar project on I-22 is underway from the Mississippi state line to the Jefferson County line.

In Tuscaloosa County, a bridge deck rehabilitation project that included 16 bridges on I-20/59 was completed. A similar project on the interstate in Greene County is underway that spans nearly eight miles. Both projects included the state's first use of the Advanced Queue Detection System (AQDS). This innovative technology warns drivers of upcoming stopped or slow-moving traffic, reducing the risk of rear-end collisions and improving overall traffic flow. Benefits of this system included more than a 25 percent crash reduction, travel delays decreased by more than eight minutes per trip and a nearly 10 percent reduction in wasted fuel costs.

A resurfacing project on SR-216 from the intersection of SR-215 in Tuscaloosa to the intersection of Lock 17 Road in Brookwood was completed. A resurfacing project on I-20/59 from the Greene County line to the SR-300 interchange was completed, while a similar project near MP 33 to the SR-14 overpass is underway.

A bridge replacement in Cottontdale on US-11 over the Norfolk Southern Railroad was substantially finished. A bridge replacement in Coker on US-82 over Big Creek is ongoing and is scheduled to finish by early 2027. A bridge removal project on US-11 over the abandoned L & N Railroad near Woodstock was substantially completed.

The Greensboro District, which serves Hale and Perry counties, repaired several large drainage pipes on SR-69 that were rotten and causing the roadway to sink. District personnel made minimal cuts on the highway that saved time and money.



Governor Kay Ivey participated in a ribbon cutting to officially open a new bridge on SR-5 in Jasper.

In Lamar County, a resurfacing project on SR-18 from the Mississippi state line to the intersection of 10th Street near Vernon was substantially completed. A resurfacing project on SR-17 from Old Reform Road to the intersection of CR-9 in Vernon was completed.

In Fayette County, a resurfacing project on SR-159 from the Pickens County line to the intersection of SR-171 was substantially completed.

In Pickens County, a bridge replacement on SR-14 over Lubbub Creek near Aliceville was finished.

In Walker County, a resurfacing project on SR-69 from near Blackwater Creek Bridge to the Cullman County line was completed. A resurfacing project on SR-5 from the Jefferson County line to near Rocky Ridge Road was also finished, along with a resurfacing project on I-22 near Jasper.

In Marion County, a resurfacing project on SR-187 from the intersection of US-43 near Hamilton to the intersection of CR-29 was completed. A resurfacing project is underway on SR-19 from the Lamar County line to the intersection of Sentry Road in Hamilton.

In Winston County, two ATRIP-II projects are underway. An intersection improvement project on SR-33 at CR-24 has begun, while a vertical

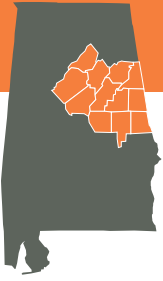
realignment project on US-278 near Natural Bridge has also started.

The Traffic Management Center (TMC) played a large role in the success of several projects and weather events. The TMC enhanced safety, reduced congestion and ensured operational continuity.

The West Central Region continues to lead the state in developing and maintaining a robust Traffic Incident Management (TIMs) training program. This course brings together professionals from multiple disciplines, including law enforcement, fire and rescue, EMS, towing and recovery and transportation personnel, to promote standardized procedures and best practices for managing roadway incidents. Thirty classes were conducted with 693 students trained statewide. This program directly supports safer on-scene operations, quicker clearance times and enhanced responder coordination.

Significant progress was made in expanding roadway monitoring and communication infrastructure, improving real-time situational awareness and incident response capabilities. Cameras were installed along I-20/59 south of Tuscaloosa into Greene County. Additional cameras and Dynamic Message Signs (DMS) were installed along US-82 from SR-69 to the Woolsey Finnell Bridge.

East Central Region



BUILDING A STRONGER FUTURE

The East Central Region has enjoyed an extremely busy and productive 2025 by making progress on several significant highway projects across its 12 counties. While some key objectives are still in the preconstruction phase, several more are moving closer to completion, with a handful of other jobs now open to traffic.

Completed projects include:

I-59/20 Concrete Rehab (Birmingham)

Rehabilitating 3.262-miles of concrete on I-59/20 between Vanderbilt Road overpass (MP 127.3) and the Aviation Avenue overpass (MP 130.6).

Triple Roundabout on SR-160 (Hayden)

This project involved the installation of three roundabouts at the busy SR-160 intersection with I-65 in Blount County. Local police report a drop in vehicle crashes since the project opened to traffic in the Summer of 2025.

SR-21 Pedestrian Safety Upgrades on JSU Campus (Calhoun County):

Jacksonville State University partnered with us to create a wider sidewalk, grassed pedestrian barrier islands and more effective signage on SR-21 in the heart of campus. In 2026, ALDOT will work to enhance campus safety on nearby SR-204 by adding a center turn lane, a new sidewalk and a traffic signal.

Projects currently under construction:

Between widening two interstates, a heavily traveled U.S. highway and building a first for Alabama's largest county, ALDOT's portfolio of ongoing projects is expected to deliver traffic enhancements across the East Central Region.

I-59 Widening (Trussville)

Work to provide motorists with an extra lane between the Chalkville Mountain Road (Exit 141) and I-459 made significant progress in 2025. The improved southbound lanes and reconstructed Edwards Lake Road Bridge opened to traffic in late November. Travelers should expect to use the improved northbound section by the end of 2026.

I-65 Lane Additions (Alabaster to Calera):

Construction on all three phases to add a third I-65 lane between Alabaster and Calera is in full swing. The \$142M job is designed to reduce congestion during daily commutes and the busy summer beach season. In addition to the increased lane capacity, the project is also replacing eight narrow bridges in the eight-mile upgrade. Travelers are expected to begin enjoying the wider Shelby County route by Spring 2028.

US-280 Resurfacing and Widening (Jefferson County):

US-280 commuters in Jefferson County are months away from taking advantage of capacity improvements to the congested artery. ALDOT is adding a fourth lane from Lakeshore Parkway to I-459 in each direction. Work to replace the narrower Pumphouse Road Bridge across the highway also kicked off this fall. The highway will be resurfaced from Rosedale Drive all the way to the Cahaba River. The widened section is slated to open by October 2026 with resurfacing to finish by Spring 2027.

McAshan Drive Diverging Diamond Interchange (Jefferson County):

Crews are busy building a second bridge at McAshan Drive off I-59 to deliver Jefferson County's first diverging diamond interchange (DDI) at Exit 104. The junction serves the nearby Jefferson Metropolitan Park and new \$1.1B JM Smucker Unkrustables plant. The safer and more efficient interchange is scheduled to open by Fall of 2026.

Birmingham Northern Beltline (SR-79 to SR-75):

Significant progress is being made in the first section of the future Birmingham Northern Beltline. Multiple bridges are under construction



A new series of roundabouts on SR-160 in Blount County designed to reduce serious crashes.

between SR-79 and SR-75 for the phase expected to welcome traffic by the end of 2026. Meanwhile, environmental studies and right-of-way acquisition will continue in the next section between US-31 and SR -79 in 2026.

I-20 Welcome Center Renovation and Addition (Cleburne County):

The renovation of the Alabama welcome center on I-20 near the Georgia state line in Cleburne County is underway. The upgraded rest area should be ready to greet guests by June 2026 with the rest of the upgrades complete by February 2027.

US-431 Resurfacing and Lane Additions (Lafayette to Roanoke):

ALDOT is resurfacing and adding two truck passing lanes on US-431 between LaFayette and Roanoke in Chambers County. The truck passing lanes on the south section were completed in 2025. The north truck lane construction began in late November 2025 and should be completed in early Spring 2026.

US-280 Resurfacing (Alexander City):

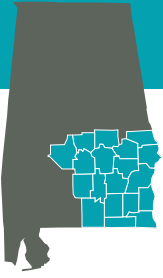
Crews are wrapping up a US-280 resurfacing project in the heart of Alexander City from SR-22 West to SR-63 in Tallapoosa County. The mainline paving on the 1.7-mile stretch is complete, while paving on intersections, crossovers and turn lanes is ongoing.

Projects Kicking Off in 2026:

Partnering for progress is one of ECR's themes for 2026, as it enters the new year planning a trio of significant projects with local governments to improve the commercial efficiency and community access in Alabama's busiest region.

- Diverging Diamond Interchange at Lakeshore Parkway (Homewood): ALDOT is teaming up with the City of Homewood to give the busy I-65 interchange at Lakeshore Parkway a makeover. Work expected to begin early in 2026.
- New I-459 Exit (Hoover): Another partnership, this time with Hoover, to construct a brand-new Exit 9 in a growing section of west Jefferson County. Right-of-way acquisition is expected to continue into 2026 with construction projected to kick off by the middle of the year.
- Morgan Road / Lakeshore Parkway Alignment (Bessemer): ALDOT, Jefferson County and the City of Bessemer are coming together to widen a section of SR-150 and connect Morgan Road (CR-52) directly with Lakeshore Parkway. Work is expected to get underway by Spring 2026. The replacement of the SR-150 bridge over Little Shades Creek is already underway.
- SR-22 Bridge Replacement (Wadley): Right-of-way acquisition to replace the SR-22 bridge over the Tallapoosa River is ongoing with construction expected to begin by early 2026.

Southeast Region



The Southeast Region of ALDOT oversees approximately 3,000 centerline miles across 19 counties in the Montgomery and Troy areas, which contain six districts each. The region stretches from Dallas County to the Georgia line and down through the Wiregrass to the Florida state line.

The Region successfully maintained and preserved current infrastructure, completed significant bridge and roadway improvement projects using specialized funds and efficient methods, and demonstrated effective emergency response and expanded public outreach during the 2025 fiscal year.

Maintaining Current Infrastructure

The Southeast Region remained committed to being good stewards of available funds to preserve and maintain current infrastructure. In fiscal year 2025, the region resurfaced 545 lane miles, including 144 miles of interstate roadways on I-65 and I-85 in the Montgomery area.

The region continued its efforts to preserve and enhance bridges along I-85 from Montgomery to Chambers County. A project to widen the southbound bridge over Miles Creek to extend the deceleration lane at Exit 42 began construction in January 2025, and another project, widening six bridges over Line Creek in Macon County, was completed in September 2025.

Each area was awarded a bridge rehabilitation project. Each one utilized hydro demolition, a method known for its efficiency, safety, and precision. Using this process minimized traffic delays and extended the life of the bridge.

Emergency Response

On August 13, 2025, a crash significantly damaged the bridge rail on the I-85 south bridge near exit 38 in Macon County. The Bridge Builders of Alabama completed the necessary repairs in four days, ahead of the estimated one week.

Two days later, August 15, 2025, the Bibb Graves bridge in downtown Wetumpka was

struck. ALDOT coordinated with the City of Wetumpka to assess the damage and clear debris to reopen the bridge to traffic as soon as possible later that morning. Once repair plans were finalized, Newell and Bush, Inc. began work and finished in four days, ahead of the estimated one week, to completely reopen the bridge. During repairs, the bridge remained closed to traffic and ALDOT coordinated with local law enforcement to move traffic through Wetumpka safely and efficiently.

Rebuild Alabama Act Funds

In the Spring of 2025 ALDOT held a ribbon cutting along the newly widened US-82 in Prattville. Using Rebuild Alabama Act funds, ALDOT was able to expand US-82 to four lanes between US-31 and SR-14, closing a long-standing gap in a busy corridor.

Expanded Public Outreach

The Southeast Region expanded its public outreach with a new Facebook page. In a short amount of time, the page has gained over 1,600 followers and has had over 59,000 views.

Looking Ahead

The Southeast Region is looking forward to major projects in fiscal year 2026. As the I-65 south rest area in Butler County reopens after a rebuild, the Region prepares to rebuild the northbound rest area to improve the facilities for all travelers.

The Region will increase capacity and ease traffic congestion on I-85 in Montgomery County by adding a lane in each direction from the end of the six lanes at Taylor Road to Jenkins Creek.



The region worked quickly to address and repair damage to the Wrights Mill Road bridge over I-85 North following a crash.

Southwest Region



Mobile River Bridge and Bayway Project (MRB)

ALDOT continues final design and cost negotiations for the Mobile River Bridge and Bayway Project, while actively coordinating with federal partners on the TIFIA loan process. Earlier this year, USDOT released a previously awarded \$550 million Bridge Investment Program (BIP) federal grant made possible through the Infrastructure Investment and Jobs Act legislation. Geotechnical investigations and steel pile testing are nearing completion.

Intracoastal Waterway Bridge and SR-161 Connector

The nearly 3-mile, \$82 million Intracoastal Waterway Bridge and SR-161 Connector project is nearly 85% complete. Substructure and steel girder work is completed on the impressive Intracoastal Waterway bridge, with bridge deck, barrier rail, and roadway construction in the final stages as well. Plans to widen SR-180 from Beaver Creek to the former Beach Express Toll Bridge are also underway, with all work expected to be complete by late 2026. Once finished, the corridor will feature two full northbound and southbound lanes, easing congestion for drivers traveling to and from Alabama's beaches.

Tensaw River Bridge Replacement Project

Work on the \$78.8 million US-90 Tensaw River Bridge Replacement near the USS Alabama Battleship Park is well underway. All bridge footings are complete, and approach work is progressing. The new bridge, which will replace the aging existing westbound structure, will include a dedicated pedestrian/bicycle path to provide better connectivity for alternative forms of roadway users. Thousands of linear feet of

wick drains have been installed to stabilize marshy soils, and massive 54-inch spun-cast concrete piles have been driven to support the structure. The project is expected to take approximately two years, resulting in a resilient bridge designed for harsh coastal conditions.

US-84 Evergreen Improvements

This major improvement project on US-84 in Conecuh County is nearly complete. The \$11.8 million project, funded 20% by the state and 80% federally, links the cities of Evergreen and Monroeville to Interstate 65, improves access to Evergreen Regional Airport, and enhances safety and traffic flow for nearly 500 heavy trucks daily. Completion is expected in Spring 2026.

Region Pavement Preservation Program

Capacity improvements, while new and exciting, is essential for keeping pace with growing traffic demands; however, maintaining the infrastructure that already exists is just as important in providing safe and reliable roadway networks to drivers. In FY2025, 209 lane miles were resurfaced as part of ALDOT's Pavement Preservation Program for the Region:

- Mobile Area: Eight projects totaling \$20,614,769.36 covered 120 lane miles.
- Grove Hill Area: Eight projects totaling \$15,099,516.80 covered 89 lane miles.

Alabama Transportation Rehabilitation and Improvement Program II (ATRIP II)

ATRIP II continues to deliver impactful improvements for local agencies. The Southwest Region received over \$7.7 million in FY2025, with \$5.6 million for Mobile Area projects and \$2.1 million for Grove Hill Area projects.



The Tensaw River Bridge Replacement Project is underway. The finished bridge will improve traffic and connectivity for drivers, pedestrians, and cyclists.

Mobile Area ATRIP II projects (2025):

- SR-158 Widening, Saraland: \$1.8M, started Feb 2025
- SR-225 Widening, Spanish Fort: \$1.3M, started July 2025
- US-90 Widening, Daphne: \$2.5M, started Oct 2025
- SR-59 & CR-12 Intersection, Foley: \$1.8M, started Dec 2024

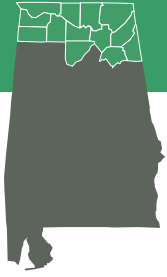
Grove Hill Area ATRIP II projects (2025):

- US-43 LED Lighting & Acceleration Lane, Washington County: \$790,572, completed Dec 2024
- US-43 & SR-69 Access Management, Jackson: \$1,311,204, ongoing, estimated completion January 2026.

Upcoming ATRIP II projects (2026, in design):

- SR-59, 3rd southbound lane, Gulf Shores
- US-98 & CR-87 Intersection, Elberta
- West Lee St./I-65 Ramps Roundabouts, Chickasaw
- US-98 & Volanta St. Intersection, Fairhope
- US-45 Complete Streets, Prichard

These projects include road widening, intersection improvements, and enhancements promoting pedestrian and vehicle safety.



North Region

In Fiscal Year 2025, ALDOT's North Region, a new region engineer took the helm of a bustling region with many major projects underway. The region's most significant projects aimed at either increasing capacity to meet growing travel demands or restoring, maintaining and improving operations of existing infrastructure.

Leadership

North Region Engineer Curtis Vincent, who had led the North Region since 2016, retired in June after 37 years with ALDOT. Vincent joined ALDOT in 1988 and served as project engineer, design engineer, assistant division engineer in charge of preconstruction, division engineer, and state construction engineer before becoming region engineer. Vincent was honored in a packed reception May 28 at the Guntersville Area Office.

Guntersville Area Operations Engineer Derrick Wilson was named the new North Region Engineer, and Guntersville Maintenance Engineer Sean Butler was promoted to area operations engineer.

Capacity projects

2025 saw completion of the reconstruction of SR-304/Huntsville Brownsferry Road in Limestone County, transforming the two-lane county road to a five-lane highway linking US 31 to I-65 and to the Greenbrier Parkway corridor. All lanes of SR-304 opened to traffic June 24. The \$13.3 million Rebuild Alabama project, combined with an earlier \$2.8 million project to widen the overpass and improve the interchange at I-65 Exit 347 for a more than \$16 million state investment in the corridor. The project included construction of two bridges at Swan Creek and a four-barrel bridge culvert at Old Schoolhouse Branch. Improvements at the US-31 intersection include upgraded traffic signals, additional turn lanes and turn lane extensions. At I-65, in addition to the wider overpass, signals were added at the interchange ramps.

Work continued on the \$29 million expansion of I-565 to six lanes from west of County Line Road in Limestone County to east of Wall Triana

Highway in Madison. The project includes widening two sets of bridges—at Bradford Creek just west of Exit 9 (Wall Triana Highway) and at Intergraph Way and the Norfolk Southern railroad east of Exit 9.

Just east of the widening project, the City of Madison completed construction of a new interchange at I-565 Exit 10. The \$37 million project included construction of westbound on- and off-ramps and flyover bridges to access the Town Madison development and Toyota Field south of I-565. Eastbound on- and off-ramps were constructed in an earlier phase and opened in 2021.

Construction continued on a \$34 million project to add an overpass and service roads on North Memorial Parkway (US-231/US-431) at Mastin Lake Road in Huntsville. With traffic on the new service roads, bridge and mainline construction began. Girders for the central and north spans of the overpass were installed before the end of the fiscal year.

Farther north on US-231/US-431, the City of Huntsville's Huntsville Northern Bypass project progressed. The new bypass intersection opened in August. The locally- and state-funded project continues to construct the bypass service roads from north of SR-255 to the new intersection at US-231/US-431. The Northern Bypass and Mastin Lake Road overpass projects are both included in a cost-sharing agreement between the city and state.

In Lauderdale County, ALDOT was widening to six lanes two miles of US-72/Florence Boulevard, from Indian Springs Drive to Sky Park Road, west of Shoal Creek. The \$24 million project is funded through a federal Better Utilizing Investments to Leverage Development (BUILD) grant and a combination of state and other federal funding.



A \$13.3 million Rebuild Alabama project reconstructed the two-lane county road as a five-lane state highway between US-31 and I-65.

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I-59 Reconstruction

Efforts to reconstruct I-59 in DeKalb and Etowah counties continued. In early summer, three reconstruction projects were active at once. The year saw completion of a \$40.8 million project to replace an eight-mile segment of the northbound roadway between Fort Payne and Hammondville, the midpoint of a \$41 million project to replace the northbound roadway from north of Hammondville to the Georgia state line, and the beginning of a \$40.7 million project to replace more than 10 miles of the southbound roadway between Collinsville and Reece City.

ALDOT was also preparing to take bids on a 16-mile project for the southbound roadway beginning at the state line, expected to cost about \$50 million. Combined with previously completed and ongoing projects, this could bring the total amount of contracts for reconstruction of I-59 in this part of the state since 2020 to about \$240 million.

Additionally, Guntersville Area Maintenance contracted a \$1 million emergency concrete slab repair and replacement project on 13 miles of I-59 northbound in DeKalb County between Collinsville and Fort Payne. That segment of roadway will be reconstructed in a future project that is currently in design.

Tennessee River Bridge Rehabilitation

On I-65, the \$23.7 million rehabilitation of the bridges over the Tennessee River in Morgan and Limestone counties continued. The rehabilitation includes cleaning, painting, and repairing structural steel on the 50-year-old bridges, which carry about 55,000 vehicles daily. Completion is expected in the first half of 2026.

ITS/operations

The \$5.2 million I-565 Advanced Corridor Management (ACM) project was substantially completed. The project included three dynamic message systems (DMS), 10 traffic cameras, and two stations for monitoring road and weather conditions, in addition to fiber optic cable and various communications equipment.

Three other Intelligent Transportation Systems (ITS) projects were launched:

- A \$2.5 million ACM project from Exit 334 at SR-67 in Priceville in Morgan County to Exit 354 at US-31 in Athens in Limestone County.
- A \$7.5 million ACM project on I-65 from US-31 in Blount County to US-31 in Morgan County and SR-69, SR-157 and US-278 in the Cullman and Good Hope areas of Cullman County.
- A \$12 million traffic signal and operations equipment installation on US-431, US-411, SR-77, SR-291, SR-759, I-59 and I-759.

Additionally, materials were being procured for a \$5 million project to improve operations at intersections on SR-35 near I-59 in Fort Payne with auxiliary lanes, turn lanes and signal upgrades.

Bridge replacements

In DeKalb County, a new \$13.7 million bridge on SR-75 over Town Creek in Lakeview opened to traffic. Demolition of the old bridge, constructed in 1942, followed. The longer, wider, and taller bridge includes shoulders and corrects steep vertical curves on both approaches to improve safety.



A new bridge on SR-75 over Town Creek in DeKalb County opened in the Summer of 2025.

Construction of a \$3.3 million SR-247 bridge replacement over Little Bear Creek northeast of Red Bay in Franklin County was largely complete by the end of the fiscal year, and the bridge was anticipated to open to traffic in late fall.

Also in Franklin County, the 60-year-old bridge on SR-243 at Cedar Creek southeast of Russellville was demolished and construction of its replacement began. ALDOT estimates the \$2.8 million project will take about one year to complete.

The replacement of a 100-year-old bridge on SR-273 over Daniels Branch north of Leesburg in Cherokee County also began. The \$5.7 million project includes installation of a temporary bridge to maintain traffic during demolition and construction.

Safety

ALDOT completed construction of two Restricted Crossing U-turn (RCUT) intersections in north Alabama—in Lauderdale County at the intersection of US-43 and SR-64 in the Green Hill community north of Killen and in Etowah County, at US-411 and Appalachian Highway near Turkeytown.

Work started for another safety project to modify the intersection of SR-20 at Gargis Lane in Colbert County.

Resurfacing

A \$16.5 million project to resurface more than 23 miles of I-65 in Morgan County and parts Cullman and Limestone counties began. The project, expected to take two years, was divided into two phases. The segment from south of SR-36 in Hartselle to Hurricane Creek in Cullman County was substantially completed. As part of the project, the overpasses at Parker Road in Hartselle and Upper River Road in Priceville were each raised 13 inches to provide 17 feet of clearance from the interstate.

In April, prior to the I-65 project starting, a piece of equipment improperly loaded on a trailer struck the Upper River Road bridge, damaging the girders. ALDOT negotiated a supplement to the contract to repair the girders within a tight timeframe to minimize disruptions to I-65. The contractor worked around the clock to complete the repair during a roughly 70-hour single-lane closure.

Major resurfacing projects completed or substantially completed in 2025 included:

- The \$7.9 million resurfacing of I-59 from the St. Clair County line to one mile north of the US-431/US-278 interchange in Attalla. The project also included replacing concrete, installing guardrail and retrofitting bridge rails
- A \$6.8 million resurfacing project on seven miles of US-431 in Marshall County from the north end of the Veterans Memorial Bridge over the Tennessee River in Guntersville to the junction with Cathedral Caverns Highway, south of Grant
- The \$3.3 million resurfacing of nearly five miles SR-67/Beltline Road from US-31 to SR-24 in Decatur

Ardmore Welcome Center

The new Ardmore Welcome Center on I-65 opened to the public Oct. 16, 2024, following a ribbon-cutting ceremony with state and local officials. The welcome center near the Tennessee state line had been closed for nearly two years for two overlapping projects: A \$6.8 million project to demolish the old buildings, including the main facility built in 1976, prepare the site, construct parking lots, sidewalks, lighting, maintenance buildings, pavilions and exit ramp improvements, and a nearly \$8 million project to reconstruct the main facility. The ceremony was officiated by Alabama Tourism Director Lee Sentell and included remarks from State Reps. Danny Crawford, Andy Whitt, and Parker Moore.

ATRIP-II

in Madison County, A \$4 million ATRIP-II project improved SR-53 at Harvest Road, McKee Road and Old Railroad Bed Road with turn lanes and traffic signals.

On Oct. 31, 2024, Gov. Kay Ivey concluded a tour with a visit to the Tom Bevill Enrichment Center in Rainsville to discuss a local resurfacing project on Dilbeck Road for which the county and city received \$225,000 in funds. On May 9, Gov. Ivey kicked off her 2025 Rebuild Alabama Tour with a visit to Limestone County to highlight a future intersection improvement project at SR-53 and Pinedale Road to be funded through the ATRIP-II Grant Program.

Maintenance

In October 2024, the Tusculumbia Area sent 18 employees to Florida to assist with disaster relief following hurricanes Milton and Helene.

On Jan. 7, ALDOT began preparation and pretreatment for an incoming winter storm. Several inches of snow fell across much of north Alabama on Jan. 10. Crews worked around the clock to clear and treat roads, with most routes clear by the afternoon of Jan. 11.

On Feb. 18, maintenance personnel again pretreated routes, ahead of snow on Feb. 19.

In spring and summer of 2025, crews responded to four separate incidents—three of which occurred on I-65—in which bridges were struck and damaged by either tractor trailers or loads carried or spilled from tractor trailers.

Preconstruction

Preliminary engineering was ongoing for the Gadsden Eastern Connector, a major project to extend SR-759 to connect to the intersection of US-431 and US-278. ALDOT was in the process of acquiring right of way for the future six-lane corridor.

Design was ongoing for the widening to six lanes of US-72 West in Huntsville and Madison, which will be carried out in three future construction projects, beginning with replacement/widening of the bridges at Indian Creek.

Significant projects in planning for FY2026 letting included:

- Additional lanes on SR-53 from Taurus Drive to north of Harvest Road in Madison County
- Replacement of the US-72/US-43/Mitchell Boulevard bridge over SR-20 in Florence in Lauderdale County
- Painting and repair of the US-431 Veterans Memorial Bridges over the Tennessee River in Guntersville
- Replacement of the SR-77 northbound "Little Bridge" over the Coosa River between Southside and Rainbow City in Etowah County
- Replacement of the SR-205 bridge over the ATN railroad with realignment of SR-205 in Sardis City in Etowah County
- Replacement of the US-278 bridge over Crooked Creek in Cullman County
- Construction of a truck arrestor bed on SR-35 in Fort Payne

An aerial photograph of the Edmund Pettus Bridge in Montgomery, Alabama, spanning the Alabama River. The bridge is a large steel arch bridge with multiple lanes of traffic. The city of Montgomery is visible in the background, featuring various buildings and a church steeple. The entire image is overlaid with a semi-transparent green filter. The text "Administration & Bureaus" is centered over the bridge in a white, italicized serif font, with two horizontal green bars positioned below the words "Administration" and "& Bureaus" respectively.

Administration

& Bureaus

Transportation Director

The Transportation Director serves at the pleasure of the governor and holds authority to:

- Enter into agreements with local entities for public transportation improvements.
- Administer public transportation programs—rural and urban—resulting from federal transportation legislation.
- Apply for, accept and expend federal public transportation funds in compliance with federal laws and regulations.
- Provide technical assistance to local entities for public transportation projects, ensuring alignment with comprehensive transportation planning processes as required for federal assistance.
- Administer state funds authorized by the Legislature for public transportation.
- Develop and implement rules and regulations to ensure compliance with federal requirements.

The Director is authorized to partner with the federal government to secure public transportation funding and administer programs collaboratively with federal, state and local entities to ensure effective, economical and responsive solutions in the public interest.

The Transportation Director chairs the Alabama Industrial Access Road & Bridge Corporation and the Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II) Committee. The Director also serves on:

- The boards of the American Association of State Highway and Transportation Officials (AASHTO) and the Southeastern Association of State Highway and Transportation Officials (SASHTO).
- The Alabama Highway Authority, Alabama Highway Finance Corporation, Alabama Scenic Byways Approval Committee, Coosa Valley Development Authority, Homeland Security and other state and regional organizations.

- The Governor's Task Force on Development of Economically Distressed Counties, the Southern Rapid Rail Transit Commission and other advisory boards.

Chief Engineer

The Chief Engineer is appointed by the Transportation Director with the governor's approval. The Chief Engineer must be a licensed professional engineer in Alabama with at least 15 years of progressive engineering experience in planning, construction and maintenance. Responsibilities include coordinating engineering functions, signing title sheets for department projects, supervising Computer Services Bureau and overseeing Assistant Chief Engineers.

Assistant Chief Engineers assist the Chief Engineer and are licensed professionals. Their responsibilities include:

- **Pre-Construction:** Overseeing the Bridge, Design, Right of Way Bureaus and the Office of Quality Control.
- **Policy and Planning:** Managing the Local Transportation, Office Engineer and Research and Development Bureaus as well as the Office of Engineering Services.

Deputy Directors

The Transportation Director, with the governor's approval, may appoint up to three deputy directors.

Current appointments include:

- **Deputy Director of Operations:** Supervises Construction, Equipment, Maintenance, Materials and Tests Bureaus and oversees five regional offices—Southeast, East Central, North, West Central and Southwest.
- **Deputy Director of Administration:** Oversees Aeronautics, Air Transportation, Compliance and Business Opportunities, Media and Community Relations, Personnel and Training Bureaus. Special Counsel also reports to this deputy director.

Administration *continued*

• **Deputy Director of Fleet Management:**
Develops and manages the statewide fleet program, ensuring compliance with the Green Fleets Law (Act 2009-650)

to improve fuel efficiency and reduce emissions. Responsibilities include inventory management, vehicle acquisition and incorporating new technologies.

Aeronautics Bureau

The Aeronautics Bureau has two primary functions:

1. Providing state matching funds to publicly owned public use airports for planning and capital improvements.
2. Inspecting and licensing the state's public and private use airports and heliports.

Bureau staff work closely with cities, counties and local airport authorities that operate the state's general aviation and commercial service airports to plan and fund airport improvements. The bureau also conducts annual inspections of licensed airports and heliports to ensure they meet the Alabama Department of Transportation's minimum requirements. Except for personal use facilities, airports and heliports owned or controlled by the federal government and FAA certificated airports, all landing areas in Alabama must be licensed by ALDOT.

The Aeronautics Bureau operates from two dedicated funds, the Airport Development Fund (ADF) and the Surplus Military Fields Fund (SMFF).

The ADF receives revenue through the state excise tax on aviation and jet fuels. During fiscal year 2025, the aviation fuel tax rate was .095 cents per gallon, and the jet fuel rate was .035 cents per gallon. The state collected \$2,561,683.03 in aviation and jet fuel tax receipts. Adjustments, administrative expenses and refunds totaled \$57,780.17, resulting in a net disbursement of \$2,503,902.86 to the Aeronautics Bureau for airport improvement projects and operating expenses.

The SMFF receives funding from the operation of surplus military fields previously owned by the Alabama Department of Aeronautics or currently owned by ALDOT. After World War II, the federal government transferred a small number of airfields to the state. ALDOT still owns two former auxiliary fields in Lawrence County, which are now leased for agricultural use. At the end of fiscal year 2025, SMFF had a principal balance of \$7,231,345 invested in interest-yielding instruments. Interest earned during the fiscal year totaled \$145,495. These funds can be awarded as capital improvement grants to airports that meet Federal Aviation Administration (FAA) criteria. Because this money is derived from former federal property, all expenditures must comply with FAA requirements.

The bureau provides state matching funds to support planning, capital improvements and pavement maintenance at the state's 71 general aviation airports and seven commercial service airports. With supplemental support from the Alabama Department of Economic and Community Affairs, the Aeronautics Bureau awarded \$7,037,377 in state grant funds for planning, capital improvement projects and pavement maintenance during fiscal year 2025.

Air Transportation Bureau

The Air Transportation Bureau supports state operations by providing safe, efficient air travel for authorized personnel. The bureau operates two business aircraft, a Cessna Citation and a Beech Baron, both equipped for nearly all-weather operations and advanced guidance systems that meet the latest required navigation performance (RNP) standards.

In addition to transporting state officials, the bureau provides aircraft storage, ground handling, maintenance and pilot services for multiple state agencies. These services ensure

reliable and cost-effective aviation support, helping agencies carry out their missions across Alabama.

Bridge Bureau

The Bridge Bureau handles the structural design and analysis of all structures on Alabama's Highway System. Its tasks include bridge hydraulic analysis, site inspections, preliminary bridge layouts and location studies, structural design and analysis, bridge rating, detailed plan preparation, quality assurance checks, and fabrication inspections. The bureau designs and analyzes highway bridges, pedestrian overpasses, overhead sign structures, highway lighting supports, and culverts for new construction. It also creates maintenance and rehabilitation plans for bridges that are structurally deficient.

The bureau coordinates and reviews, designs and plans prepared by consulting engineering firms for all ALDOT bridge projects. It reviews and approves shop drawings for precast prestressed concrete and structural steel components. The Structural Steel Fabrication Inspection Section provides shop inspection for quality assurance during the fabrication of all structural steel members used in highway projects.

The Bridge Bureau assists county and city engineering departments upon request. This support may include site inspections, design and plan preparation, plan reviews, structural analysis for rating the load-carrying capacity of existing bridges, and structural analysis and design support for bridge load testing on posted bridges. The bureau also assists the Local Transportation Bureau by reviewing

bridge and structural designs and plans prepared by or for counties and cities. In addition, it conducts site inspections and performs hydraulic designs for local bridge projects upon request.

The bureau participates in the department's Emergency Bridge Inspection Team and leads coordination of all United States Coast Guard Bridge Permit Applications and Federal Highway Administration exemptions for navigational permits.

During this reporting period, 21 projects with bridge work were let to contract. These projects included 13 bridge replacements, four bridge rehabilitations, two culverts, one bridge raising and one bridge painting at a total cost of \$103,107,137.22 for bridge items only. A detailed summary is provided below.

21
Bridge Projects

13
Bridge Replacements

Cost of Bridge Items
\$103,107,137.22

External Programs

The External Programs Unit administers and monitors the Equal Opportunity Contractor Compliance Program, the On-the-Job Training Program and the On-the-Job Training Supportive Services Program.

The Equal Opportunity Contractor Compliance Program ensures contractors on federal-aid highway projects meet equal employment opportunities and nondiscrimination requirements. During fiscal year 2025, ALDOT submitted the Annual PR1392 Report to FHWA and received approval. The report analyzes employment data to evaluate EEO, OJT and contract compliance efforts.

The On-the-Job Training Program increases participation of women, minorities and other disadvantaged individuals in the highway construction workforce through paid, skill-based training that leads to journey-level proficiency. The Training Special Provision is included in selected federal-aid projects and requires contractors to provide training that supports advancement into skilled classifications.

The On-the-Job Training Supportive Services Program strengthens OJT efforts by providing support, technical assistance and resources to help recruit, train and retain underrepresented individuals. FHWA allocated \$162,604 to the program in fiscal year 2025. ALDOT partnered with Bishop State Community College to deliver

the Heavy Highway Construction Training Program, which included NCCER core modules, OSHA 10-hour certification, ATSSA flagger training and heavy equipment training. Twelve participants enrolled and six completed the program.

Internal Programs

The Internal Programs Unit administers Title VI, Transportation Workforce Development and the National Summer Transportation Institute.

The Title VI Program ensures ALDOT and its subrecipients comply with federal nondiscrimination laws. During fiscal year 2025, ALDOT conducted 30 reviews, reviewed 111 consultant contracts and held 30 public involvement meetings. ALDOT also submitted its Title VI Implementation Plan to FHWA.

The Transportation Workforce Development Program introduces high school and college students to transportation careers while helping them build work readiness and leadership skills. In partnership with Alabama State University, ALDOT placed 14 students at ALDOT sites during fiscal year 2025.

The National Summer Transportation Institute is a federally funded program that strengthens STEM skills and exposes middle and high school students to transportation-related careers. The University of Alabama hosted the program in fiscal year 2025 with 45 students enrolled.

Computer Services Bureau

The Computer Services Bureau assists bureaus and regions with managing, securing, using and sharing information that supports ALDOT's mission. The bureau provides infrastructure, programming and technical support services that include mainframe, server and personal computer support, telecommunications, network and infrastructure operations, disaster recovery and business continuity planning and software application development and support. These responsibilities are carried out through four main sections: Technical Support, Operations Support, Programming Support and an independent Information Security section.

Administration

The Administrative Section experienced three retirements on March 31, 2025, and one on December 31, 2024. The bureau had 10 resignations: five employees transferred to other state agencies and four left state service for private sector employment. From October 1, 2024, through September 30, 2025, the bureau recorded 19 promotions and hired 21 new employees.

Network Infrastructure

The Network Infrastructure Section upgraded the internet circuits at the Central Office and the Kershaw data center from 1 gig to 5 gig. It also completed the refresh of end-of-life Cisco 3850 switches to Nexus 9300 switches in all Central Office data closets and Nexus 9200 switches at the Montgomery Area Office. NetBox was migrated to NetBox Enterprise. Most remote sites were converted to SD-WAN, increasing available bandwidth while reducing monthly costs.

GIS Support

The GIS Support Team completed Phase Two of the three-phase server migration initiative. This included upgrading all GIS servers in testing and development environments to current operating systems, updating SQL Server database instances and deploying the latest ESRI software. These upgrades enhance LRS route maintenance capabilities and allow GIS development staff to use expanded tools.

The team also delivered modernized replacements for several internal and external legacy GIS applications used by ALDOT and

partner agencies, strengthening ALDOT's LRS data as the state's authoritative source for route information.

Programming Support—CPMS/CEMS

The CPMS/CEMS team has nearly completed a major platform migration. To lower yearly maintenance and support costs and to align CPMS/CEMS more closely with other agency systems, ALDOT is transitioning from a mainframe and DB2 environment to a server-based SQL Server database platform. A third-party vendor finished the initial conversion from DB2 to SQL Server and also converted legacy COBOL applications to C#. CPMS/CEMS staff are now converting interfaces, updating related applications, and conducting parallel testing.

This project will lower long-term costs, update CPMS/CEMS with modern technologies, improve compatibility with other ALDOT systems for easier data sharing and expand the pool of programmers familiar with these technologies.

Data Systems Management—Database Modernization

The multi-year effort to convert all Oracle databases to Microsoft SQL Server is now complete. Working with product owners, the Data Systems Management Team migrated databases that support numerous applications. This initiative concluded this year with the migration of the CAMMS databases, completed through collaboration among several Computer Services teams.

Computer Services Bureau *continued*

This transition eliminates about \$250,000 in annual licensing costs, improves interoperability by simplifying data sharing and expands access to enterprise analytics tools such as Power BI. Combined with ongoing modernization work,

including CPMS updates and data governance improvements, this achievement positions Computer Services to deliver stronger, more efficient data services across ALDOT.

Construction Bureau

The Construction Bureau is the central authority for overseeing, managing and advancing contract construction activities across the state. The bureau ensures consistent project delivery and maintains statewide uniformity in the interpretation and implementation of construction contract requirements.

Core Oversight and Advisory Role

The bureau provides pre-award advisory support to ensure contract requirements are clear before advertising. After award, it serves as the primary supervisory authority and provides a single point of accountability throughout the construction phase.

Technical Leadership and Contract Administration

The bureau provides technical guidance to ALDOT regions throughout the lifecycle of construction projects. It approves or delegates approval for cost overruns, supplemental agreements, force accounts and contract time extensions. It also administers Section 110 Claims and Notices of Intent to ensure compliance with ALDOT Standard Specifications for Highway Construction.

Standards, Specifications and Documentation

As the custodian of ALDOT construction documentation, the bureau updates the Standard Specifications and Special Provisions, maintains the ALDOT Construction Manual and manages the master list of Unique Pay Items. These documents ensure consistency and compliance across federally and state-funded projects.

Plan Reviews and Environmental Oversight

Before any project is let for bidding, the bureau reviews plans for construction, environmental requirements and accurate contract time. It performs environmental compliance reviews on active projects and evaluates new technologies through the Product Evaluation Board, including measures that protect threatened and endangered species.

Innovation and e-Construction Initiatives

The bureau leads ALDOT digital transformation through its e-Construction Section and oversees key tools such as:

- CAMMS (Construction and Materials Management System)
- E-ticketing
- Digital plan management

These tools support efficient documentation, smoother inspection workflows and improved transparency.

Training, Safety and Workforce Development

The bureau certifies about 500 inspectors each year through the Qualified Credential Inspector program and promotes construction site safety through presentations, conferences and

Construction Bureau *continued*

partnerships, with a focus on protecting inspection personnel in active work zones.

DBE and SBE Program Administration

The bureau administers ALDOT Disadvantaged Business Enterprise Program, including certification, supportive services and oversight of Small Business Element initiatives. During the reporting period, 987 DBE firms were certified and \$52.7 million in contracts were awarded to DBE firms. The bureau also partners with

Alabama State University SBDC and others to support DBE training and outreach.

Program Scale and Impact

The Construction Bureau oversees about 282 active projects with a combined contract value of \$2.856 billion, reflecting ALDOT commitment to modernizing infrastructure, supporting economic development and improving transportation safety and efficiency.

Design Bureau

The Design Bureau manages a wide range of duties that support the creation of roadway plans. It is divided into four divisions: Preliminary Engineering, Traffic Engineering, Final Design, and Quality Control. Preliminary Engineering includes the Location Section, Environmental Technical Section, Environmental Permitting Section, and Environmental Coordination Section. Traffic Engineering features the Traffic Design Section, Traffic and Safety Operations Section, and Safety Planning Section. Final Design comprises two Roadway Design Sections and the Design Services Section. The Quality Control Bureau was established this year and handles plan reviews and value engineering.

Administration Section

The Administration Section manages the bureau and establishes department design policies. The State Design Engineer and Assistant State Design Engineers participate in multiple committees and boards, including the 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 and oversight committees, and the Manual for Assessing Safety Hardware Implementation Committee. Staff handle all personnel activities for the bureau.

Preliminary Engineering Division

This division includes the Location Section, Environmental Technical Section, Environmental Permitting Section and Environmental Coordination Section.

Location Section

The Location Section has 45 employees, including 18 based in the office and 20 working as statewide survey crews. It handles corridor studies, bridge replacement studies, FAA clearance, traffic studies, toll study reviews, Appalachian Development Highway System updates, and project scoping. The section conducts statewide surveys, reviews consultant surveys, manages photography, lidar, and mapping, and maintains the CORS network.

The section has two active corridor studies and five special projects requiring preliminary alternatives, traffic analyses and cost comparisons. The location section completed cost estimates for 14 projects, reviewed one IMR document and supported 10 active bridge replacement projects. It provided FAA clearance for 11 projects and reviewed 12 projects for right-of-way givebacks.

Location updated cost estimates for Appalachian Development Highway System projects, including a detailed update for the Birmingham Northern Beltline. The section also began preliminary scoping for 20 projects to streamline design and maintain letting schedules.

Survey teams collected data for 14 projects and set 47 control points across 45 miles of interstate and state routes. They also ran more than 50 miles of level lines for precise elevations.

The section maintains Digital Information Cooperative Agreements with all 67 counties, providing updated orthophotography, lidar and mapping. Staff processed 15 parcel and photography requests and continued building GIS databases for each county. They created a procedure to convert survey files to GIS shapefiles and processed 46 aerial lidar requests and 20 mobile scan projects covering 200 roadway miles. The CORS network now includes 50 stations with 523 new users added this year for a total of 3,324 users.

Environmental Technical Section

The Environmental Technical Section (ETS) conducts public involvement, secures permits and prepares National Environmental Policy Act documentation. It sends early coordination letters for proposed improvements.

ETS has 23 employees, including technical writers, engineers, ecologists, archaeologists, architectural historians and interns. During fiscal year 2025, ETS prepared and received approval for 11 categorical exclusions and updated 56 documents. Another 215 categorical

exclusions were prepared statewide under the Programmatic Categorical Exclusion agreement with FHWA. ETS reviewed seven state environmental documents for local partnership and Rebuild Alabama projects and is managing two active Environmental Assessments.

ETS coordinates with the U.S. Army Corps of Engineers, Alabama Historical Commission and U.S. Fish and Wildlife Service. An additional Corps liaison was added this year to expedite permit processing. ETS also continues implementing virtual public involvement methods.

Environmental Permitting Section

The Environmental Permitting Section, formerly the Stormwater Section, has five employees and administers the National Pollutant Discharge Elimination System under the Clean Water Act. ALDOT must obtain coverage under ADEM's Construction General Permit, which requires a Notice of Intent for projects disturbing more than one acre.

The section processed 44 new Notices of Intent and 22 terminations this fiscal year. It reviewed 112 plan assemblies during plan reviews.

The section also secures U.S. Army Corps of Engineers permits for impacts to Waters of the United States. Twelve nationwide permits were processed this year. It also oversees maintenance and monitoring of 13 ALDOT wetland mitigation banks.

Environmental Coordination Section

The Environmental Coordination Section (ECS) has three employees and promotes internal awareness of environmental responsibilities and external communication with agencies, advocates and the public.

A major responsibility is ensuring compliance with ADEM's MS4 permit for urban stormwater discharges. ECS oversaw the MS4 Stormwater Management Program Plan and compiled the fiscal year 2024 MS4 report. ADEM audited

ALDOT's MS4 program in September 2025, and compliance was demonstrated through ECS coordination.

ECS provided environmental orientation for ALDOT offices, investigated citizen concerns, delivered presentations at conferences, maintained public environmental materials and represented ALDOT in the Alabama Stormwater Association. ECS staff supported seminars and served on the association's board.

Final Design Division

This division includes the Special Projects Section, two Roadway Design Sections and the Design Services Section.

Special Projects Section

The Special Projects Section leads alternative project delivery efforts. Four corridors are in development for design-build delivery.

The West Alabama Highway, funded through the Rebuild Alabama Act, will create a four-lane connection between Mobile and Tuscaloosa. It is the department's first progressive design-build project. The contract was executed on October 23, 2023. Early work includes clearing right of way, removing structures, renovating a construction office and grading, drainage and bridge construction on one of 13 segments.

The West Central Alabama Highway will provide four-lane connectivity between Fayette and Interstate 22 and remains in development. The Alabama Toll Authority is handling the Mobile River Bridge and I-10 Bayway projects.

The section also provides administrative support, develops delivery guidance and reference materials and contributes to the bureau's GIS-based document and project management system.

Roadway Design Sections

The Roadway Design Sections have 30 employees and consist of five design teams and two support groups: the Hydraulic Support Group and the Visualization Group.

Design teams prepare plans for grade, drain, bridge, bridge replacement, interchange modifications, base and pave and resurfacing projects. In fiscal year 2024-25, 35 projects were in development, and nine were let for construction, totaling \$57 million. These included one roadway relocation, one intersection improvement and seven bridge replacements.

The Hydraulic Support Group reviews drainage issues and provides support to ALDOT staff and consultants. The Visualization Group, with two employees, produces 3D renderings and animations for public involvement and project coordination, and continues to expand ALDOT's 3D communication capabilities.

Design Services Section

The Design Services Section has 15 employees and includes Contract Management, Project Management, CADD Support, Standard Drawings and Systems Operations. One employee provides administrative support.

The Contract Management Group has four employees and prepares consultant agreements, negotiates fees, executes contracts, approves purchase orders and maintains consultant lists. In fiscal year 2025, the section executed 145 consultant contracts totaling \$161.2 million.

The Project Management Group has one employee who manages plan reviews and evaluates capacity and interchange justification studies. The group supervised more than 26 consultant projects valued at more than \$1.7 billion. Two projects were let for a combined low bid of more than \$21.9 million.

The CADD Support Group trains employees in design software and procedures and helped prepare for the transition from MicroStation and InRoads to OpenRoads Designer. The Standard Drawings Group maintains standard drawings. The Systems Operations Group has six employees and manages design software, hardware contracts and inventory and supports statewide plan production.

Traffic Engineering Division

This division includes the Traffic Design Section, Traffic and Safety Operations Section and Safety Planning Section.

Traffic Design Section

The Traffic Design Section has seven employees and four groups: Traffic Signal System Design, Roadway Lighting System Design, Intelligent Transportation System Design and Traffic Analysis and Modeling.

Its responsibilities include producing and reviewing signal plans and timings, lighting system design, ITS design and review, material submittal review, specifications development and traffic analysis.

This fiscal year, the section reviewed 153 signal material submittals, 42 lighting submittals and 60 ITS submittals. It approved 49 lighting utility permits, reviewed 56 signal plan sets, 11 lighting plan sets and 34 ITS plan sets. It designed 22 signal plan sets; 12 lighting plan sets and six ITS plan sets and performed 12 analysis and modeling studies. It also supported three major ITS projects in North Alabama and developed 12 roadway lighting models.

Traffic Design helped revise the Standard Specifications for Construction and contributed to the review of the 11th edition MUTCD. It also supported SR-69 analysis in Tuscaloosa and maintained the Hyundai Area Model used for economic development planning.

Traffic and Safety Operations Section

The Traffic and Safety Operations Section (TSOS) has nine employees and administers the Highway Safety Improvement Program. It develops the Alabama Strategic Highway Safety Plan, coordinates GIS and law

enforcement data, partners on safety outreach and commissions research. TSOS also conducts safety reviews and manages all HSIP federal funds and reporting.

Rail-Highway Section

The Rail-Highway Safety Programs Group manages the Section 130 Rail Safety Program and coordinates with railroads. Alabama has 2,775 public at-grade crossings, and 1,432 have active warning devices. The group conducts diagnostic reviews, manages inventory data in coordination with FRA and handles railroad agreements and invoices.

The group participates in rail safety education as a member of the Alabama Division of Operation Lifesaver and supports entities applying for federal rail grants, such as CRISI.

Office of Quality Control

The Office of Quality Control conducts plan reviews, hydraulic reviews and value engineering.

Plan Review Section

The Plan Review Section evaluates conformance with design criteria and conducts reviews with Regions, FHWA and engineering staff. The Value Engineering Section performs studies for roadway projects estimated at \$50 million or more and bridge projects estimated at \$40 million or more. It also conducts hydraulic reviews in accordance with the ALDOT Hydraulic Manual.

2024 Projects Summary

The bureau completed 73 reviews and inspections, 33 final reviews, 11 hydraulic reviews and two value engineering studies.

Equipment Bureau

The Equipment Bureau manages ALDOT fleet operations across all 10 areas, including the Central Office fleet, the A98 Central Office Equipment Rental Pool, and the ALDOT Motor Pool, which represents approximately 3,200 assets. Responsibilities include acquisition, maintenance oversight, life-cycle management and marketing surplus assets through governmental sales and public auctions.

During fiscal year 2025, the bureau purchased about 443 fleet assets totaling \$47.1 million. Auction sales generated about \$8.2 million for the Equipment Revolving Fund, with an additional \$3.6 million in eligibility sales to cities, counties, other state agencies and quasi-governmental entities. Additional funds were collected through depreciation and replacement rates. The estimated total replacement cost of the ALDOT fleet is \$340 million.

The Procurement Section processed about 7,399 Alabama Buys requisitions for materials, supplies, equipment and services, including amendment requisitions for purchase order changes, representing a spend of about \$249 million. The section created 39 new master agreement contracts and maintained about 681 new and renewal contracts, including ALDOT term contracts, annual agreements and statewide contracts processed by the State Division of Procurement. In CPMS, the section received and processed about 16,135 EP-10 purchase orders for materials, supplies, equipment, services, repairs and other operational needs, representing a spend of about \$77.5 million.

The Land and Building Section completed new storm shelters at the Birmingham and Calera locations, a new curing room at the Grove Hill Lab and several generator replacements,

including a 500KW unit at the Central Office. The section also managed major roof maintenance projects at the Evergreen Rest Area buildings, the Grove Hill Area campus and portions of the Mobile Area campus. Projects in progress include a new District 61 office in Speigner, a new lab curing room at the Troy Area campus, renovations at the I-20 Welcome Center and continued replacement of Central Office water fountains with modern hydration stations. The section continues working with architects on storm shelter construction in Areas 2, 4, 5 and 10 and has generator upgrades underway at numerous sites. It also oversees janitorial services, maintenance and repairs at the Central Office Complex, including HVAC system upgrades and management of commercial service contracts for major mechanical systems.

The Inventory Management Section conducted a department-wide inventory of more than 100,000 pieces of property, assisted with the spring equipment auction and implemented the State Auditor's new inventory management and RFID identification system.

The Services Section oversees ground maintenance for nearly 200 acres of ALDOT property, the ALDOT Mail Center, Central Supply Warehouse, State Map Sales Office, Central Office receptionists, the ALDOT Conference Center and the State Employees Gym.

Finance & Audit Bureau

The Finance and Audit Bureau oversees ALDOT's financial operations and maintains a fully integrated computerized system for general and cost accounting. The general accounting system records revenue, receipts, and expenditures processed by the accounting staff. The bureau prepares Federal Aid project modifications to ensure proper funding levels and maximize federal fund collection. It submits weekly billing to the Federal Highway Administration (FHWA) to claim reimbursement for federally funded project work. Timely and accurate collection of federal funds is essential for maintaining the road program.

The cost accounting system monitors direct project costs for Federal Aid billing and budgeting and calculates unit rates that support department policies and procedures. The bureau investigates complaints related to potential policy violations, misuse of personnel, materials, or equipment, and suspected fraud or mismanagement. The findings are forwarded to administrators for corrective action.

After the passage of Act 90 in 1971, the bureau was tasked with creating and managing a system of budgetary accounts for ALDOT's legislative budget. It coordinates the preparation of the department's annual budget request for the governor and legislature.

Monthly financial statements provide details on ALDOT's financial status, including receipts, disbursements, and the status of appropriations and allotments. The bureau analyzes these statements to identify financial risks and, if necessary, advises the transportation director on corrective measures. It also supplies detailed financial reports to bureau chiefs and regional engineers each month to support budgeting and decision-making.

The bureau acts as the liaison between ALDOT and the Finance Department's comptroller and budget offices and advises the transportation director and bonding authorities on the issuance of bonded debt for road and bridge projects.

The bureau compiles and reports monthly statewide project progress data to the U.S. Department of Commerce's Bureau of the Census. It also manages investments for the Public Road and Bridge Appropriated Industrial Access Fund and the Surplus Military Field Fund, earning \$3,797,251.54 in fiscal year 2025.

The External Audit Section, led by the director of finance and audit, conducts external audits, recovering or saving a total of \$172,208 during the year. These audits are reviewed by FHWA financial management personnel and auditors from the Office of Inspector General and the U.S. Department of Transportation.

The Internal Audit Section audits ALDOT operations, evaluating the accuracy and reliability of financial data. It ensures compliance with laws, regulations, and policies, and reports cases of fraud, abuse, inefficiency, or mismanagement. The section offers recommendations to safeguard assets, conducts compliance and performance audits of regional offices and bureaus, and assists with compliance issues. It also participates in implementing new or revised programs and provides recommendations to resolve specific compliance concerns.

Legal Bureau

The Legal Bureau is staffed by Assistant Attorney Generals appointed by the Attorney General to represent the interests of the state. The bureau advises the ALDOT director and the department on legal matters and represents the director, the department, and its employees in legal, administrative, and other proceedings.

The bureau represents ALDOT in both state and federal courts. Cases include employment disputes, state tort claims involving injuries to motorists, environmental conflicts, contract issues, trespassing and encroachments on state rights of way, outdoor advertising matters, condemnation cases, and efforts to recover costs for damages to state property.

The bureau reviews federal statutes, rules, and regulations and advises the department on their consistency with state law and ALDOT policy. When necessary, it recommends legislative changes and drafts new or amended laws to ensure compliance.

The bureau reviews, examines and approves the form of contracts and right-of-way acquisitions.

It drafts contracts and agreements, maintains communication with the Attorney General's Office and the Governor's General Counsel, and reviews and drafts legislation that could impact the department. It also processes claims involving personal injury or property damage to private citizens and initiates collection actions for damages to department property.

The Legal Bureau represents ALDOT before the Equal Employment Opportunity Commission, the State Board of Adjustment, the State Personnel Department, unemployment compensation tribunals, and other state and federal administrative agencies and boards.

Local Transportation Bureau

The Local Transportation Bureau (LTB) administers Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and state funds allocated to Local Public Agencies (LPAs) across Alabama. It serves as the department's liaison to 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 support planning, design, construction, operation and maintenance of selected projects and programs. The bureau has six sections: Administration, Planning, Design, Pre-Construction, Local Programs and Transit.

Planning

The Planning Section assists urbanized areas in developing comprehensive, cooperative and continuing transportation plans as required by 23 USC 134 and 135. Working with MPO staff, the section guides in preparing the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Long-Range Transportation Plan (LRTP) and other required documents. It also reviews MPO invoices for

reimbursement of FHWA Transportation Planning Funds and prepares agreements between the state and local entities using federal or state funds.

In fiscal year 2025, the LTB administered approximately \$4.1 million in FHWA planning funds for the 14 MPOs and nearly \$750,000 in FHWA planning funds for the 12 RPOs.

MPOs authorized more than \$80 million in project funds.

Local Transportation Bureau *continued*

Design

The Design Section assists LPAs through the design process to ensure projects meet minimum standards established by the LTB and FHWA. It reviews plans and supporting documentation and transmits approved project plans to the Construction Bureau and the Office Engineer Bureau for letting.

During fiscal year 2025, the section assisted cities and counties with widening and resurfacing 58,738 miles of roads at an approximate cost of \$18.73 million and with the construction of two bridge structures at an approximate cost of \$3.25 million. It also assisted with numerous intersection improvement and safety projects totaling approximately \$12.08 million. The Design Section reviewed and managed 35 projects utilizing five different funding sources totaling almost \$34.1 million.

Pre-Construction

The Pre-Construction Section manages LPA projects that use federal and state funds from initiation through required environmental, utility and railroad coordination. It processes initiation documents, prepares and reviews environmental documents, coordinates with resource agencies and FHWA, processes utility agreements and ensures railroad coordination is completed before authorization.

During fiscal year 2025, the section environmentally reviewed or cleared 65 projects, processed \$5.77 million in utility agreements, reviewed and processed one railroad agreement submittal and authorized \$9.62 million in right-of-way acquisitions.

Local Programs

The Local Programs Section administers and manages funding programs that help local agencies comply with state and federal requirements to inspect, manage and maintain local transportation infrastructure. Programs include:

- National Bridge Inspection Standards (NBIS)
- Emergency Bridge Inspection Team (EBIT)

- Emergency Relief (ER) Program
- Transportation Alternatives (TA) Set-Aside Program
- High-Risk Rural Roads Program/Local Roads Safety Initiative (HRRR/LRSI)
- Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II)
- Rebuild Alabama Act (RAA) Annual Grant Program

In fiscal year 2025, one event qualified for ER funding with 13 sites totaling approximately \$700,000. The TA Program awarded 31 projects totaling \$21.6 million. The HRRR/LRSI Program awarded 15 projects totaling \$4.96 million. ATRIP-II funded 22 new projects and two ongoing projects totaling \$40.2 million in Rebuild Alabama Funds. The RAA Annual Grant Program awarded 51 projects totaling \$15 million.

Transit

The Transit Section administered FTA funds and oversight to 30 rural, seven urban and more than 150 specialized transportation programs. These funds assisted transit providers with administration, operation, maintenance and capital asset purchases under 49 USC 5307, 49 USC 5310, 49 USC 5311 and 49 USC 5339.

During fiscal year 2025, Transit Section expenditures included:

- \$5.43 million for Specialized Transportation Programs (5310)
- \$20.32 million for Rural Transportation (5311)
- \$3.43 million for Small Urban Transportation (5307)
- \$7.20 million for the Bus and Bus Facilities Program (5339)

The Transit Section also administered \$400,019 in FTA funding for the Rural Transportation Assistance Program (RTAP) throughout the fiscal year. These funds supported three conferences and 16 training classes, which provided the required annual training for 306 drivers.

Maintenance Bureau

The Maintenance Bureau oversees the maintenance of roads and bridges on state, U.S. and interstate routes, along with all highway facilities owned and operated by ALDOT. The bureau supports the maintenance operations of ALDOT regions and districts by establishing and administering budgets, policies and programs. It also provides technical guidance for statewide maintenance activities. Through the office of the State Traffic Operations Engineer, the bureau develops criteria for traffic control devices and guides their installation, maintenance and cost-effective use. The office also leads the development of traffic operations improvement plans.

The bureau manages the statewide maintenance-resurfacing program and reviews and recommends scopes of work for interstate maintenance projects. It reviews and approves herbicides and right-of-way applications.

Statewide, the bureau assists regions and districts as they issue permits for utility locations, highway access, grading and landscaping on the right-of-way, drainage that affects the right-of-way, outdoor advertising structures and junkyards adjacent to interstates. It operates the oversize and overweight permit office and the State Communications Shop, which installs and maintains the statewide two-way communication network. The bureau oversees the operation of welcome centers and rest areas and, with the Department of Public Safety, manages the State Vehicle Size and Weight Enforcement Program.

The bureau manages Alabama's National Bridge Inspection Program, which includes bridge scour, rating, load testing, repair and underwater inspection operations. It also operates the State Sign Shop, State Signal Shop, Interstate Maintenance Program, Bridge Replacement Program, Vegetation Management Program and Routine Maintenance Management System. The bureau serves as the primary liaison between ALDOT and the Alabama Emergency Management Agency and leads the department's emergency preparation, response and recovery efforts.

The Data Collection and Data Management Group operates in cooperation with the Federal Highway Administration through state-matched federal funds. It includes four primary sections:

GIS and LRS Data Management Section

This section develops and implements ALDOT's Enterprise Geographic Information System and maintains the Linear Referencing System and related databases. It oversees integration with enterprise systems, conducts Lidar extraction and processing for roadway asset data and prepares and updates county highway maps, state maps, sketches and charts for FHWA, ALDOT regions, bureaus and other agencies.

Surveying and Mapping Section

This section conducts field inventories of interstates, state highways and local roads and collects data used to develop and maintain the Highway Performance Monitoring System. It maintains the Highway Functional Classification system and National Highway System data, route descriptions and mileage for all state-maintained road systems. It also collects mobile Lidar and roadway imagery to support inventories of signs, markings, maintenance conditions and planning studies.

Traffic Monitoring Section

This section collects and analyzes traffic data for rural and urban coverage counts and permanent station counts. It supports traffic studies for highway and bridge projects, project justification, traffic signals and railroad grade crossing signals. It collects and submits traffic and weight data required by the Long-Term Pavement Performance Program and the annual Highway Performance Monitoring System submittal. It installs, maintains and repairs traffic data collection equipment. The section is also responsible for the FHWA MIRE system and collecting the required data by September 2026.

Maintenance Bureau

Unmanned Aircraft Systems Section

This section manages all ALDOT drone operations statewide, supporting aerial surveys, construction documentation, right-of-way assessments, three-dimensional modeling and post-storm damage assessments. Team members receive ongoing training on aircraft platforms, mission profiles and software tools. The section works closely with the Federal Aviation Administration, the Federal Highway Administration and industry partners to advance the department's drone capabilities.

Transportation Systems Management and Operations (TSMO) Section

The TSMO section oversees Alabama's Traveler Information systems, Intelligent Transportation

Systems (ITS) and communications, Traffic Incident Management (TIM), Regional Traffic Management Centers (RTMC) and Traffic Signal Operations. This includes key programs such as the Alabama Service and Assistance Patrol (ASAP), which supports motorists and first responders on some of the state's busiest corridors, and the ALGO traveler information system, which provides real-time updates through ALGOtraffic.com and the ALGO app.

TSMO works to give motorists the information they need to make informed travel decisions while continuously measuring roadway performance. Through technology, coordinated operations and innovative strategies, the section improves the safety, reliability and efficiency of Alabama's existing roadway network.

Materials & Tests Bureau

The Materials and Tests Bureau is responsible for the selection and control of all materials used by ALDOT in road and bridge construction. The bureau carries out its work through the Geotechnical Division, Testing Division, Materials Division, Pavement Management Division, Environmental Services Division, CAMMS Automation and Coordination Division and Forensic Investigation Division.

The Geotechnical Division consists of five sections: Foundation Investigation, Foundation Design, Foundation Construction, Geohazards and Technology, and Consultant Administration. The division supports the safe and effective geotechnical design, construction and maintenance of ALDOT roadway and bridge assets.

The Testing Division operates six laboratories for Bituminous, Liquid Asphalt, Concrete, Aggregate and Soils, Physical and Chemical testing. The laboratories are accredited by the AASHTO Accreditation Program (AAP) and serve as the statewide reference laboratory in dispute resolution. The division can test and

inspect all materials used by ALDOT and oversees 10 Area Testing Laboratories qualified for acceptance testing.

The Materials Division includes the Pavement Design Section, Certification Section and Nuclear Gauge Laboratory. The Certification Section coordinates Independent Assurance Sampling and Testing (IAST), record checks and final materials certification for federal aid projects under 23 CFR 637B. The Nuclear Gauge Laboratory oversees ALDOT's Radioactive Materials License under the U.S. Nuclear Regulatory Commission and the Alabama Department of Public Health 420-3-36 rules. The Pavement Design Section reviews

pavement designs on federal aid projects and serves as ALDOT subject matter experts for pavement issues.

The Pavement Management Division collects and reports pavement surface and structural data. The Data Quality Section issues the Preliminary Prioritization Report used to prioritize resurfacing and preventive maintenance projects and manages vendor data collection, quality assurance and roadway condition reporting for GASB34 and HPMS. The Pavement Parameters Section performs friction measurements on the state highway system, conducts special friction testing and makes monthly measurements at the NCAT Test Track. It also maintains smoothness control sites and performs ad hoc testing. The Falling Weight Deflectometer (FWD) Section collects data to determine pavement strength and the required asphalt thickness for resurfacing projects.

The Environmental Services Division includes the Environmental Compliance and Hazardous Materials Sections. The division reviews

hazardous material clearances for the NEPA process, conducts underground storage tank and hazardous materials investigations and provides corrective action recommendations and cleanup. It also conducts routine on-site inspections for environmental regulations on active projects and ALDOT facilities.

The CAMMS Automation and Coordination Division maintains and operates the Construction and Materials Management System (CAMMS) as part of ALDOT e-construction efforts. The division provides training, troubleshooting and coordination for software used in materials sampling, testing and reporting.

The Forensic Investigation Division assists ALDOT areas by investigating materials-related issues using destructive coring and nondestructive testing such as Ground Penetrating Radar (GPR).

Media & Community Relations Bureau

The Media and Community Relations Bureau serves as ALDOT's primary source of information for the public and key stakeholders regarding projects on Alabama's state, U.S., and interstate highways, as well as departmental programs and initiatives.

Working closely with regional public information officers, the bureau leads both internal and external communication efforts across the department. Responsibilities include highway

safety marketing, public information, media relations, employee communications, brand standards, government relations, and engagement with a wide range of stakeholders.

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 other areas of the general function of ALDOT.

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, which includes details of project financing and 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 and 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 2025 fiscal year, there were 11 lettings with 208 contracts awarded totaling \$906,654,233.00.

11 Lettings

208 Contracts

Approved Contracts Worth a Total of **\$906,654,233.**

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 4,200 total employees in 200 different job classifications.

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 13 investigations were conducted.

The Risk Management Section coordinates with the Department of Finance, Division of Risk Management (DORM) that administers the State Employee Injury and Compensation Trust Fund (SEICTF) Program. This 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

The Research and Development Bureau provides information and support to the public and to ALDOT bureaus and regions, with a focus on incorporating new technologies, products and research findings that improve efficiency. The bureau includes three sections: Administrative, Product Evaluation and Research. These sections provide guidance, engineering support and customer service to ALDOT employees, university partners, consultants, manufacturers and government representatives.

Product Evaluation Section

The Product Evaluation Section serves as the liaison between ALDOT and the public for product submittals and new technologies. The section works with engineering subject matter experts who serve on the Product Evaluation Board. It evaluates and approves products, maintains PEB records and sets meeting agendas. It also manages product and technology submittals and distributes product information within ALDOT and to other state

DOTs. During fiscal year 2025, 101 products were submitted for evaluation and 78 were approved for addition to the department's Qualified Products List in the Materials Sources and Devices with Special Acceptance Requirements Manual. Field testing is underway for additional products. This year, the section also developed and implemented the department's reporting and documentation process to meet federal Buy America requirements in 2 CFR 184 and the Build America Buy America Act.

Research & Development Bureau *continued*

The Research Section

The Research Section, supported by the FHWA Planning and Research Program, manages ALDOT research activities through applied and developmental studies. The section oversees project performance, expenditures, implementation objectives, deliverables and federal reporting requirements. It collaborates with the Research Advisory Committee, eight research partners, including Alabama engineering universities and the National Center for Asphalt Technology, other state DOTs and consultants. During fiscal year 2025, 10 research

projects submitted by ALDOT research partners were approved to receive federal State Planning and Research funding. ALDOT also served as the lead state on four active Transportation Pooled Fund projects, participated in seven pooled fund studies led by other states and worked on one Local Technical Assistance Program study with Auburn University. The Research Section hosted the Region 2 Peer Exchange and the Southeast Transportation Consortium Annual Meeting at Auburn University from April 15 to April 17, 2025. The meetings were well attended and received favorable feedback.

2025 Research & Development Activities

101 Products Submitted to PEB	66 Approved Products	1 University Projects Funded
7 Pooled-Fund Projects across the US	4 ALDOT-Lead Pooled-Fund Projects	10 Projects Approved for Federal Funding

Right of Way Bureau

The Right of Way Bureau acquires and clears property needed for constructing new highways and improving existing highways on the State Highway System, including Interstates, U.S. routes, and state routes. All work complies with the Uniform Act to ensure fair and equal treatment of all parties. The bureau is divided into four sections: Appraisal and Appraisal Review, Property Acquisitions and Management, Engineering Services and GIS, and Utilities.

The Appraisal and Appraisal Review Section assigns, performs, and reviews all appraisals statewide. Reviews ensure compliance with Federal Highway Administration regulations and the Uniform Standards of Professional Appraisal

Practice. During the fiscal year, this section approved contracts worth \$1,025,000 for eight fee appraisers across the state.

The Property Acquisitions and Management Section coordinates real estate activities

throughout the state. It ensures that property acquisitions, relocation services, and payments meet all state and federal requirements. During fiscal year 2025, the bureau acquired 238 parcels of property. Approximately \$9,958,766 was spent on acquisitions, and \$2,503,092 was used for relocation assistance. This section manages land and structure leases and oversees the sale of acquired right-of-way. In fiscal year 2025, land and structure leases before construction generated \$69,665 in revenue, which was credited back to the projects. Proceeds of \$889,148 from land leases, oil and gas leases, sales of uneconomic remnants, and excess property sales from closed projects were credited to U.S. Code Title 23 funding.

The Engineering Services and GIS Section maintains ALDOT property and inventory records, and prepares maps, deed descriptions, and property sketches. It directs and reviews mapping work performed by regional offices and consulting firms. This section also manages the ROW Map Viewer, an online tool that allows users to retrieve completed maps by selecting a

location on a statewide map. It is available to ALDOT staff and the public at <https://aldotgis.dot.state.al.us/rmv>. They are developing a GIS map showing actual right-of-way boundaries with aerial imagery, which is still in the preliminary stage.

The Utilities Section oversees standards and policies for utility relocation agreements and the accommodation of utility facilities within highway rights of way for roads on the National Highway System. During the fiscal year, the section reviewed and recommended approval of 29 reimbursable utility agreements totaling about \$40 million. Five of these agreements included work performed through roadway contracts valued at approximately \$24,000. They also processed 54 non-reimbursable agreements. This section reviews invoices submitted by utility companies and municipalities for reimbursable relocations. Additionally, they oversee five statewide Subsurface Utility Engineering contracts, which provide detailed information about underground utility locations and depths to help prevent conflicts before construction.

ROW 2025 Activities

Approved Contracts Worth a Total of **\$1,025,000** for **8** Fee Appraisers

238 Acquired Properties	\$9,958,766 Acquisition Costs	\$2,503,092 Relocation Assistance
\$69,665 Revenue from Leasing Prior to Construction	\$889,148 Proceeds from Leasing or Sales	
29 Reimbursable Utility Agreements	\$40,000,000 Total Contracts	\$24,000 Included Roadway Work

Training Bureau

As of 2025, the Training Bureau continues to serve as the Alabama Department of Transportation's (ALDOT) central resource for workforce excellence, operating through four functional sections: Administration and Customer Support, Recruiting and Acquisitions, Training and Safety Operations, and CDL. Collaborating with statewide training coordinators, the Bureau supports over 4,000 employees across 170 occupational classifications to validate and facilitate evolving professional development needs.

- The Administration and Customer Support section oversees a multimillion-dollar training budget, including over \$12 million in active support agreements with vendors and educational partners.
 - Recruiting and Acquisitions manages critical talent pathways, including the Engineering Training Orientation Program (ETOP), the Fundamentals of Engineering/Professional Engineering (FE/PE) Program, and the Engineering Aide Program. These initiatives serve as vital pipelines for Engineering Assistants (EA), Civil Engineer Graduates (CEG), and Professional Civil Engineering Trainees (PCET).
 - The Training/ Safety Operations and CDL sections maintain a curriculum of over 1,000 courses. This catalog covers specialized technical training, leadership development, safety compliance, and soft skills.
- ALDOT continues its partnership with the Alabama Community College System (ACCS) and the Innovation Center to provide the Skills for Success program, delivering rapid, industry-recognized training to ensure the workforce meets modern infrastructure demands.

Commercial Driver's License Training

Total Employees Trained	137
Total Cost Savings	\$626,000

Training/Safety Operations

Distinct Employee Training Events	15,486
Training Courses	251
Training Hours & CEUs	102,500

Recruiting and Acquisitions

New Applicants 2025	677
New Hires 2025	482
Civil Engineering Graduates (CEG)	35
Professional Civil Engineering Trainees (PCET)	74
Engineering Aid / Assistant	88



Statistical

Section

Aeronautics Bureau Statistics

Aeronautics Bureau 2025

FUND 80

REVENUES

7635	Aviation Fuel Tax	\$2,503,902.86
7647	5010 Inspection Program Fees	9,900.00
7649	Logo Permits	1,614,900.00
7680	Federal Grants	32,850,614.63
7683	Aero Special Project Grant (ADECA APPR)	7,000,000.00
7684	Aero Comm Aviation Asst Program	-

TOTAL REVENUE 43,979,317.49

EXPENDITURES

4036	Equipment Costs	-
4580	Federal Projects	28,482,734.35
4581	State Projects	186,120.99
4583	Special Grant Projects (ADECA APPR)	3,607,424.00
4584	Aeronautics-FAA with ADECA	810,404.00
8015	Administration	83,359.89

TOTAL EXPENDITURES \$33,170,043.23

Aeronautics Bureau 2025

FUND 90

REVENUES

7692/	Interest Income	
7697	on Investments	\$ 141,669.85
7693	Rental Income-Land	110,454.77
7694	Federal Grants	-
7696	St. Elmo Aviation Fuel Sales	-*

TOTAL REVENUE 252,124.62

EXPENDITURES

4590	State Projects-SMFF	-
8013	Administration	6,235.00
8023	St. Elmo Fuel Operations	-*

TOTAL EXPENDITURES \$6,235.00

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

Airport Funding Fiscal Year 2025

	Revenue	Expenditure
Airport Development Funding	\$43,979,317.49	\$33,170,043.23
Surplus Military Funding	\$252,124.62	\$6,235.00

Airport Landing Areas

78

Public Use Airports

35

Private Use Airports

86

Medical Facility Heliports

50

Private Heliports

Equipment Procurement Services

2025 Activities

443 Fleet Assets Acquired for a Total of **\$47.1 MILLION**

\$8.2 MILLION in Sales Acquired for the Equipment Revolving Fund

Estimated Fleet Replacement Cost **\$340 MILLION**

2025 Procurement Activities

7,399 Requisitions Totaling **\$249 MILLION**

39

New Master
Agreement Contracts

681

Total Master
Agreement Contracts

16,135

EP-10 Purchase Orders

\$77.5 MILLION

Purchase Order Spend

Bridge Projects Summary

Projects Let to Contract from October 1, 2024 to September 30, 2025

County	Project #	Description	Date Let	Bid Price	Bridge Items
Randolph	BR-0001(612)	Bridge Replacement SR-1 (US-431) over Cornhouse Creek	11/8/2024	\$4,167,746.28	\$1,132,794.00
Cherokee	BR-0273(501)	Bridge Replacement on SR-273 over Daniel's Branch	11/8/2024	\$5,677,704.45	\$1,739,178.44
Talladega	FLAP-FLAP(010)	Bridge Replacement on CR-303 (Berney Station Road) over Dry Creek	11/8/2024	\$2,009,080.63	\$1,251,874.98
Shelby	NHF-IMF-I065(545)	Additional Lanes and Bridge Replacement on I-65 from the SR-3 (US-31) Interchange North of Calera to a Point 0.200 Mile South of the CR-87 Interchange Southeast of Alabaster.	12/6/2024	\$44,058,579.78	\$11,556,452.42
Lee	BR-0015(548)	For Constructing the Bridge Deck Rehabilitation (Hydroblasting and Traffic Stripe) on SR-15 (US-29) over I-85 in Opelika	12/6/2024	\$398,709.00	\$310,240.00
St. Clair	BR-0023(501)	Bridge Replacement on SR-23 at a Branch of Little Canoe Creek	12/6/2024	\$3,966,290.25	\$940,750.00
Shelby	NHF-IMF-I065(543)	Additional Lanes and Bridge Replacement on I-65 from a point 0.560 Mile South of Buck Creek to a Point 1.000 Mile North of the SR-3 (US-31) Interchange in Alabaster.	1/31/2025	\$66,962,022.49	\$26,266,554.51
Jefferson	BR-0003(659)	Bridge Painting on SR-3 (US-31) and the I-20/I-59 Interchange at Various Locations in Birmingham	1/31/2025	\$3,014,103.00	\$2,958,905.00
Tuscaloosa	BR-0006(577)	Bridge Replacement on SR-6 (US-82) over Big Creek	1/31/2025	\$9,900,000.00	\$4,440,203.42
Tallapoosa	BR-0063(507)	Bridge Replacement on SR-63 over Sugar Creek	1/31/2025	\$9,958,284.76	\$2,012,511.28
Mobile	BR-0193(509)	Bridge Rehabilitation And Corrosion Mitigation on SR-193 (Dauphin Island Bridge)	1/31/2025	\$33,659,866.00	\$29,614,501.00
Jefferson	IM-1059(448), ATRP2-37-202 2-037	Bridge Replacement and Intersection Improvements (Diverging Diamond) at Mcashan Drive (Exit 104) over I-20/59	1/31/2025	\$17,795,260.70	\$2,597,379.87
Jefferson	NH-0038(549), NH-0038(553) RACR-037-038-012	Construction of Additional Lanes on SR-38 (US-280) from the SR-149 (Shades Creek Parkway) Interchange to the Junction of Grandview Parkway and the Bridge Replacement of the Pumhouse Road Bridge	1/31/2025	\$52,693,166.75	\$6,336,360.07

County	Project #	Description	Date Let	Bid Price	Bridge Items
Franklin	BR-0243(504)	Bridge Replacement on SR-243 over Cedar Creek	2/28/2025	\$2,754,368.22	\$1,047,558.50
Jefferson	BR-0119(513)	Bridge Replacement on SR-119 over Shephard Branch	3/28/2025	\$3,771,002.48	\$1,457,788.85
Shelby	NHF-1065(546)	For Constructing the Roadway Improvements/ Lane Addition and Bridge Raising on I-65 From a Point 0.200 Mile South of the CR-87 Interchange in Calera to a Point 0.560 Mile South of Buck Creek.	5/30/2025	\$31,782,578.29	\$287,878.79
Jefferson	BR-0150(505)	Bridge Replacement on SR-150 over Little Shades Creek	5/30/2025	\$6,650,553.02	\$2,060,487.16
Blount	BR-0053(559)	Bridge Replacement on SR-53 (US-231) over the Blackburn Fork of the Little Warrior River	6/27/2025	\$3,680,342.18	\$988,005.28
Dale	BR-0012(585)	Bridge Deck Rehabilitation (Hydro Demo) and Painting on SR-12 (US-84) (Eastbound Roadway) over the Choctawhatchee River	7/25/2025	\$897,368.00	\$739,251.00
Pickens and Greene	BR-0014(552)	Bridge Replacement on SR-14 over the Sipsey River	9/26/2025	\$8,191,559.24	\$3,985,296.92
Lamar	BR-0118(517)	Bridge Replacement on SR-118 over Bogue Creek	9/26/2025	\$5,675,116.22	\$1,383,165.73
TOTAL COST				\$317,663,701.74	\$103,107,137.22

Public Roads & Bridge Funds

Public Roads & Bridge Funds 2025

UNEXPENDED BALANCE

as of October 1, 2025 **\$302,338,530**

RECEIPTS

REVENUE

Gasoline Excise Tax \$.05	99,384,312
Gasoline Excise Tax \$.04	46,557,904
Motor Fuel Tax \$.06	50,206,575
LP Gas Vehicle Permits	33,892
Motor Vehicle License	116,723,666
Gasoline Excise Tax \$.07	79,603,799
Lubricating Oil Tax	497,147
Oversize Hauling Permits	5,626,084
Motor Carrier Mileage, Taxes, Fees	450,091
Motor Fuel Tax \$.13	114,151,303
Truck Identification Decals	331,584
Petroleum Products Inspection Fees	44,606,109
Outdoor Advertising Permit Fees	66,187
Motor Vehicle Excise Tax	536,824
TOTAL REVENUE	\$558,775,477

NON-REVENUE RECEIPTS

ISTEA Interstate Maintenance	1,096,744
ISTEA National Highway System	(5,835,824)
ISTEA Surface Transportation Program	1,477,346
Federal Aid- ARRA 2009 Transit Stimulus	-
ISTEA Special	1,738,795
ISTEA Other	102,741

Federal Aid Priority Primary	_____
Federal Interstate Regular	_____
Federal Interstate ACI	_____
Federal Aid Primary	_____
Federal Aid Secondary	_____
Federal Aid - ATRIP Projects	55,274,683
Federal Aid ABC Urban	_____
Federal Aid CBD Projects	31,725,000
Federal Aid Urban	_____
Federal Aid Secondary (Farm to Market)	_____
Federal Aid Secondary (Farm to Market Miscellaneous)	_____
Federal Topic	_____
Federal Appalachian	9,549,283
Federal - MAP 21/FASTACT	899,956,110
Federal Aid Special Aid	_____
Federal Aid Highway Planning & Research	31,278,869
Federal Aid Bridge Replacement	37,172
Federal Aid-ARRA 2009 Stimulus	_____
Federal Aid Transit Capital	27,286,667
Federal Aid Beautification	_____
Federal Aid Special Grants	_____
Federal Aid Other	70,678,026
SUBTOTAL	1,124,365,612
Bond Proceeds	88,093,293
Ramp Bonds	_____
Ind. Access Road & Bridge Corp	3,629,048
Amendment 1 County Share	_____

Capital Improvement Trust Fund Appropriation	
County Aid	295,250
Other Aid	1,283,117
Other Project Participation	59,409,867
Revenue Sharing	
Contractor Bid Fees	5,406
Miscellaneous Receipts	12,562,606
SUBTOTAL	165,278,586
UMTA Vehicle Disposition Proceed	
Rapid Rail	
ROW Title 23 Revenue	1,274,189

TOTAL NON-REVENUE RECEIPTS \$1,274,189
TOTAL RECEIPTS \$1,849,693,864

TOTAL FUNDS AVAILABLE \$2,152,032,394

EXPENDITURES

DEBT SERVICE

ATRIP Refinance	55,275,000
4 th Issue—CBD Issue	31,725,000
TOTAL DEBT SERVICE	\$87,000,000*

ADMINISTRATION

Internal Administrative Support	114,920,156*
External Administrative Support	18,695,391*
Other Equipment Purchases	12,202,396*
Land and Buildings Expenditures	1,988,225*
Captive County Health Insurance	11,132 *
Legislatively Mandated Transfers	1,200,000*
TOTAL ADMINISTRATIVE EXPENDITURES	\$149,017,300

EXPENDITURES CONTINUED

CONSTRUCTION AND MAINTENANCE

Federal Construction	1,333,602,867*
State Construction	57,361,958*
Special Work Authorizations	1,894,266*
Routine Maintenance	156,999,934*
Maintenance Projects	32,000,844**

TOTAL CONSTRUCTION AND MAINTENANCE EXPENDITURES \$1,581,859,868

TOTAL EXPENDITURES \$1,817,877,168

ADJUSTMENTS TO CASH

Adjustments include Deposits in Transit, Investments, Retainage, Receivable Adjustments, Amounts Pending Distribution, etc. 18,975,351*

TOTAL DISBURSEMENTS \$1,836,852,518

RECONCILIATION

Add: Cash Balance September 30, 2025 315,179,876

TOTAL FUNDS AVAILABLE \$2,152,032,394

Public Roads & Bridge Funds Summary

Public Roads & Bridge Funds Summary of Receipts and Disbursements

Fiscal Years Ended September 30

	2025	2024	2023
Cash on Hand, October 1*	302,338,530	289,498,150	303,190,860

RECEIPTS

Gasoline Excise Tax - \$0.05	99,384,312	99,117,180	98,811,368
Gasoline Excise Tax - \$0.04	46,557,904	46,432,762	46,289,501
Motor Fuel Tax - \$0.06	50,206,575	48,207,459	48,635,103
LP Gas Vehicle Permits	33,892	33,248	39,893
Motor Vehicle License Taxes	116,723,666	117,712,415	118,063,778
Gasoline Excise Tax - \$0.07	79,603,799	79,389,901	79,145,124
Lubricating Oil Tax	497,147	512,093	400,166
Oversize Hauling Permits	5,626,084	5,082,320	4,707,090
Motor Fuel Tax - \$0.13	114,151,303	109,613,236	110,490,649
Truck Identification Decals	331,584	1,821,977	1,121,583
Petroleum Products Inspection Fees	44,606,109	44,051,697	43,357,689
Outdoor Advertising Permits	66,187	61,030	55,220
Motor Carrier Tax	450,091	471,687	477,386
Interest Income			
Motor Vehicle Excise Tax	536,824	445,769	309,884
Federal Aid	1,124,365,612	1,117,950,976	911,721,590
County Aid & Miscellaneous	74,830,434	34,198,136	33,293,768
Industrial Access	3,629,048	3,253,965	2,258,531
Transfer from Bond Accounts	88,093,293	27,197	7,553,814
Total Receipts	1,849,693,864	1,708,383,048	1,506,732,137
Cash Balance, September 30	\$2,152,032,394	\$1,997,881,198	\$1,809,922,997

DISBURSEMENTS

Construction	1,390,964,825	1,227,143,496	1,078,691,581
Maintenance	189,000,776	190,001,794	204,021,888
Equipment Purchase	12,202,396	12,711,501	13,569,267
Administration	154,579,123	176,363,536	111,412,632
Debt Service	87,000,000	86,405,000	86,020,000
Other Expenditures	3,105,398	2,917,341	26,709,479
Total Disbursements	1,836,852,518	1,695,542,668	1,520,424,847
Cash Balance, September 30	\$315,179,876	\$302,338,530	\$289,498,150

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

2022	2021
236,195,457	161,244,238
98,086,355	98,817,044
45,949,858	46,292,160
48,270,165	47,479,486
40,532	42,941
118,877,066	115,932,374
78,562,603	79,148,719
514,230	485,863
4,620,200	4,378,710
109,624,073	107,791,045
1,167,865	1,092,948
43,953,652	43,924,151
65,865	58,493
477,071	476,197
303,149	298,879
967,958,530	960,303,732
49,490,561	27,119,141
355,447	109,095
60,732,303	74,723,309
1,629,049,525	1,608,474,287
\$1,865,244,982	\$1,769,718,525
1,145,525,620	1,085,536,659
164,907,702	222,738,240
10,670,986	16,954,6891
119,701,751	116,881,025
89,115,000	56,038,663
32,133,063	35,373,7921
1,562,054,122	1,533,523,068
\$303,190,860	\$236,195,457

Federal Aid

Alabama Federal Aid Highway Finance Authority 2021-A

Year	Bonds Outstanding	Principal	Interest	Redemption
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	\$11,336,750.00	\$31,776,750.00

Matures 9/1/2037

Alabama Federal Aid Highway Finance Authority 2021-B (Refinanced)

Year	Bonds Outstanding	Principal	Interest	Redemption
2025	819,360,000.00	87,000,000.00	8,266,975.45	95,266,975.45
2026	732,360,000.00	53,275,000.00	15,630,890.90	68,905,890.90
2027	679,085,000.00	53,950,000.00	14,955,363.90	68,905,363.90
2028	625,135,000.00	54,780,000.00	14,120,757.40	68,900,757.40
2029	570,355,000.00	55,725,000.00	13,174,706.80	68,899,706.80
2030	514,630,000.00	56,765,000.00	12,140,450.80	68,905,450.80
2031	457,865,000.00	57,870,000.00	11,030,127.40	68,900,127.40
2032	399,995,000.00	59,065,000.00	9,840,320.20	68,905,320.20
2033	340,930,000.00	59,540,000.00	8,566,878.80	68,106,878.80
2034	281,390,000.00	95,565,000.00	7,223,656.40	102,788,656.40
2035	185,825,000.00	0.00	4,924,362.50	4,924,362.50
2036	185,825,000.00	78,215,000.00	4,924,362.50	83,139,362.50
2037	107,610,000.00	107,610,000.00	2,851,665.00	110,461,665.00
		\$819,360,000.00	\$127,650,518.05	\$947,010,518.05

Refinanced—Matures 9/1/2037

Federal Aid *continued*

Alabama Federal Aid Highway Finance Authority 2025-B

Year	Bonds Outstanding	Principal	Interest	Redemption
2025	340,590,000	0	0	0.00
2026	340,590,000	21,155,000	24,314,341.67	45,469,341.67
2027	319,435,000	28,930,000	15,971,750.00	44,901,750.00
2028	290,505,000	29,995,000	14,525,250.00	44,520,250.00
2029	260,510,000	31,890,000	13,025,500.00	44,915,500.00
2030	228,620,000	31,780,000	11,431,000.00	43,211,000.00
2031	196,840,000	32,755,000	9,842,000.00	42,597,000.00
2032	164,085,000	34,665,000	8,204,250.00	42,869,250.00
2033	129,420,000	36,700,000	6,471,000.00	43,171,000.00
2034	92,720,000	1,235,000	4,636,000.00	5,871,000.00
2035	91,485,000	74,305,000	4,574,250.00	78,879,250.00
2036	17,180,000	17,180,000	859,000.00	18,039,000.00
		\$340,590,000	\$113,854,341.67	\$454,444,341.67

Refinanced—Matures 9/1/2036

Alabama Federal Aid Highway Finance Authority 2025-A

Fiscal Year Ending	Bonds Outstanding	Principal	Interest Payment	Principal Payment
2025	250,000,000	0	0.00	0.00
2026	250,000,000	2,610,000	17,847,222.23	20,457,222.23
2027	247,390,000	8,085,000	12,369,500.00	20,454,500.00
2028	239,305,000	8,490,000	11,965,250.00	20,455,250.00
2029	230,815,000	8,915,000	11,540,750.00	20,455,750.00
2030	221,900,000	9,360,000	11,095,000.00	20,455,000.00
2031	212,540,000	9,825,000	10,627,000.00	20,452,000.00
2032	202,715,000	10,320,000	10,135,750.00	20,455,750.00
2033	192,395,000	10,835,000	9,619,750.00	20,454,750.00
2034	181,560,000	11,375,000	9,078,000.00	20,453,000.00
2035	170,185,000	11,945,000	8,509,250.00	20,454,250.00
2036	158,240,000	12,540,000	7,912,000.00	20,452,000.00
2037	145,700,000	13,170,000	7,285,000.00	20,455,000.00
2038	132,530,000	13,825,000	6,626,500.00	20,451,500.00
2039	118,705,000	14,520,000	5,935,250.00	20,455,250.00
2040	104,185,000	15,245,000	5,209,250.00	20,454,250.00
2041	88,940,000	16,005,000	4,447,000.00	20,452,000.00
2042	72,935,000	16,805,000	3,646,750.00	20,451,750.00
2043	56,130,000	17,645,000	2,806,500.00	20,451,500.00
2044	38,485,000	18,530,000	1,924,250.00	20,454,250.00
2045	19,955,000	19,955,000	498,875.00	20,453,875.00
		\$250,000,000.00	\$159,078,847.23	\$409,078,847.23

Matures 3/1/2045

Outstanding Bonds Summary

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	11,336,750.00
TOTAL		\$20,440,000.00	\$11,336,750.00

Name	Principal Redemption 2025	Interest Redemption 2025
AL Federal Aid Highway Finance Authority AFAHFA 2021-A	0.00	1,022,000.00
TOTAL	\$0.00	\$1,022,000.00

AFAHFA 2021-B—Refinanced

Name	Final Maturity	Total Principal	Interest
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	September 1, 2037	819,360,000.00	127,650,518.05
TOTAL		\$819,360,000.00	\$127,650,518.05

Name	Principal Redemption 2025	Interest Redemption 2023
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	87,000,000.00	8,266,975.45
TOTAL	\$87,000,000.00	\$8,266,975.45

AFAHFA 2025-B

Name	Final Maturity	Total Principal	Interest
AL Federal Aid Highway Finance Authority AFAHFA 2025-B	September 1, 2036	340,590,000.00	113,854,341.67
TOTAL		\$340,590,000.00	\$113,854,341.67

Name	Principal Redemption 2025	Interest Redemption 2023
AL Federal Aid Highway Finance Authority AFAHFA 2025-B	0.00	0.00
TOTAL	\$0.00	\$0.00

AFAHFA 2025-A

Name	Final Maturity	Total Principal	Interest
AL Federal Aid Highway Finance Authority AFAHFA 2025-A	March 1, 2045	250,000,000.00	159,078,847.23
TOTAL		\$250,000,000.00	\$159,078,847.23

Name	Principal Redemption 2025	Interest Redemption 2025
AL Federal Aid Highway Finance Authority AFAHFA 2025-A	0.00	0.00
TOTAL	\$0.00	\$0.00

Legal Bureau Activities

Board of Adjustment Claims

593

Opened

553

Closed

17

Pending

23

Active

AMOUNT PAID **\$476,980.37**

State Property Damage Claims

AMOUNT COLLECTED BY LEGAL BUREAU & REGIONS **\$3,723,054.70**

Requests for Production of Documents

190

Opened

13

Pending

Contracts, Leases, and Deeds Reviewed

1,276

Active Lawsuits

73

Daily Vehicle Miles of Travel

Daily Vehicle Miles of Travel (DVMT)

Year	Total DVMT	State System DVMT
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
2022	194,423	107,633
2023	194,957	109,451
2024	196,359	108,281

Highway Performance Monitoring System

Functional Classification	Linear Miles	Lane Miles
Interstate	1,003.55	4,742.16
Principal Arterial—Other Freeways and Expressway	44.33	195.72
Principal Arterial—Other	3,328.40	10,995.95
Minor Arterial	6,358.77	14,479.49
Major Collector	15,949.32	32,335.21
Minor Collector	6,156.14	12,316.13
Local	67,405.52	134,811.04
TOTAL	100,246.03	209,875.70

Rebuild Alabama Funds

Rebuild Alabama Funds 2025

UNEXPENDED BALANCE

as of October 1, 2024 \$299,142,965

RECEIPTS

REVENUE

Gasoline Excise Tax \$.12	195,138,551
Gasoline Diesel Tax	64,893,962
IFTA Taxes	2,574,307
Battery Electric Reg-Infrastructure	1,000,027
Plug In Electric Reg-Infrastructure	130,518
TOTAL REVENUE	\$263,737,365

NON-REVENUE RECEIPTS

Federal Aid Economic Development	36,864
Federal Aid Congestion Management	50,708,593
Federal Aid Project Other	889,404
SUBTOTAL	\$51,634,861
Other Project Participation	15,286,188
SUBTOTAL	\$15,286,188
TOTAL RECEIPTS	\$66,921,049
TOTAL FUNDS AVAILABLE	\$629,801,379

EXPENDITURES

LOCAL GOVERNMENTS

Annual Allocation to Counties	25,789,098
Annual City/County Grant Program	14,524,116
ATRIP II Projects	17,796,809
Congestion Management Projects	147,952,116
Economic Development Projects	34,776,790
Federal Project Other	1,249,697
Federal Congestion Management	58,004,459
Federal Economic Development Projects	52,197

TOTAL LOCAL GOVERNMENT EXPENDITURES

\$300,145,592

TOTAL EXPENDITURES

\$300,145,592

TOTAL DISBURSEMENTS

\$869,578

RECONCILIATION

Cash Balance September 30, 2025	328,786,209
TOTAL FUNDS AVAILABLE	\$629,801,379

Awarded Contracts

Awarded Contracts Fiscal Year 2025

\$569,329,068.04

Interstate and National Highway System

\$61,606,241.80

State Funds

\$272,622,845.66

Other Federal Aid

\$688,406.50

Special/DEMO, etc.

\$2,407,671.00

State Maintenance

\$906,654,233.00

TOTAL AMOUNT AWARDED

Awarded Contracts 2011-2025

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

Year	Contracts Awarded	Amount Awarded*
2019	292	652
2020	260	614
2021	240	699
2022	216	874
2023	201	788
2024	201	887
2025	208	907

*in millions of dollars

Roadway Ownership by Classification

Roadway Ownership By Functional Classification in Miles

Facility Type	State Highway Agency	County Highway Agency	City or Municipal Agency	Other State Agency	Indian Tribe Nation	Other Federal Agency	Military
Interstate	1,003.55	0.00	0.00	0.00	0.00	0.00	0.00
PA* Other Freeways and Expressways	44.33	0.00	0.00	0.00	0.00	0.00	0.00
PA* Other	3,210.17	15.52	102.70	0.00	0.00	0.00	0.00
Minor Arterial	4,602.29	405.09	1,295.21	0.00	0.00	33.43	22.74
Major Collector	2,072.98	10,036.93	3,790.98	0.07	0.00	40.09	8.27
Minor Collector	32.07	5,580.16	543.87	0.05	0.00	0.00	0.00
Local	7.83	42,120.82	23,866.56	176.99	0.07	888.44	344.81
Total	10,973.22	58,158.52	29,599.32	177.11	0.07	961.97	375.82

* Principle Arterial

Alabama Bridge Counts

State of Alabama Bridge Counts Fiscal Year 2025

Structures	State	County	City	Other
Total Structures	5,803	8,490	1,650	62
*Functionally Obsolete	0	0	0	0
**Structurally Deficient	66	374	81	13
Load Posted	7	1,892	189	11
Closed	7	129	31	13
Temporary Work	31	22	3	0

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

*Functionally Obsolete (FO)—The term Functionally Obsolete is no longer being used or tracked by FHWA.

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

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	6	Muscogee	Russell	SR-520	SR-280	GA
3	6	Muscogee	Russell	M8069 Dillingham St	Dillingham St.	GA
3	6	Muscogee	Russell	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
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	6	Muscogee	Russell	US-80/SR-22/ JR Allen Pkwy WBL1	US-80	AL
3	6	Muscogee	Russell	US-80/SR-22/ JR Allen Pkwy EBL	US-80	AL
3	6	Stewart	Russell	SR-39	SR-208	AL

MS/AL State Line Inventory Responsibility

AL District	AL County	MS Route No.	AL Route No.	Owner	Feature Intersected
9	Mobile	US-98	US-98	AL	Escatawpa River
9	Mobile	US-98	US-98	AL	Escatawpa River

FL/AL State Line Inventory Responsibility

AL District	AL County	FL Route No.	AL Route No.	Owner	Feature Intersected
9	Baldwin	FL-30	US-98/AL-42	Shared	Perdido Bay
9	Baldwin	CR-184	CR-112	FL	Perdido River
9	Baldwin	FL-110	US-90/AL-16	FL	Perdido River
9	Baldwin	I-10 EBL	I-10 EBL	FL	Perdido River
9	Baldwin	I-10 WBL	I-10 EBL	FL	Perdido River
9	Baldwin	Barineau Park Rd	Barineau Park Rd	FL	Perdido River
9	Baldwin	Rockaway Creek Rd	Rocky Creek Rd	FL	Rocky Creek

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	1,306	GA	GA	100	215-0009-0	21482
Chattahoochee River	700	Columbus	GA	100	215-0127-0	21483
Chattahoochee River	1,268	GA	GA	100	215-5054-0	21484
Chattahoochee River	1,086	GA	GA	100	145-0036-0	21485
Chattahoochee River	1,086	GA	GA	100	145-0037-0	21486
Chattahoochee River	1,142	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	1,487	AL	AL	0	215-9001-0	13589
Chattahoochee River	1,487	AL	AL	0	215-9002-0	13590
Chattahoochee River	1,500	AL	AL	0	259-9001-0	14286

Length	Maint.	Inventory	% Shared	MS Structure ID	AL Structure ID
1,326	AL	AL	0	210009802022070A	13951
1,326	AL	AL	0	210009802022070B	18118

Length	Maint.	Inventory	% Shared	FL Structure ID	AL Structure ID
1,890	Shared	Shared	50	480140	12386
880	FL	FL	0	480110	7488
741	FL	FL	0	480218	21475
1,170	FL	FL	0	480081	21476
1,170	FL	FL	0	480077	21477
160	FL	FL	0	484216	21478
47	FL	FL	0	484014	21479

Construction & Maintenance Activities

Construction and Maintenance Activities by Region For Fiscal Year 2025 Miles Authorized

Region	Highway System	Grade Drain	Base & Pave	Grade, Drain, Base, Pave & Bridge
SOUTHEAST	STATE*	0.0	0.0	0.9
	OTHER	0.0	0.0	0.0
	TOTAL	0.0	0.0	0.9
EAST CENTRAL	STATE	0.0	2.8	0.0
	OTHER	0.0	0.0	0.0
	TOTAL	0.0	2.8	0.0
NORTH	STATE	0.0	0.0	0.0
	OTHER	0.0	0.0	0.5
	TOTAL	0.0	0.0	0.5
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	0.0
	OTHER	0.0	0.0	0.6
	TOTAL	0.0	0.0	0.6
TOTAL	STATE	0.0	0.0	0.9
	OTHER	0.0	0.0	1.1
	TOTAL	0.0	0.0	2.0

*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
194.9	25.2	0.2	0.0	4
38.5	6.7	0.0	0.0	1
233.4	31.9	0.2	0.0	5
85.7	2.4	0.0	13.4	16
9.7	0.0	0.0	0.0	3
95.4	2.4	0.0	13.4	19
121.8	0.0	16.1	1.0	4
7.1	0.0	0.0	0.0	0
128.9	0.0	16.1	1.0	4
76.8	29.7	0.0	0.0	5
17.9	0.0	0.0	0.0	1
94.7	29.7	0.0	0.0	6
121.6	1.9	0.0	0.0	2
6.5	0.0	0.0	0.0	0
128.1	1.9	0.0	0.0	2
600.8	59.2	16.3	14.4	31.0
79.8	6.7	0.0	0.0	5.0
680.5	65.9	16.3	14.4	36.0

Separations & Appointments

Separations & Appointments 16-Year Comparison

<i>SEPARATIONS</i>	2010	2011	2012	2013	2014	2015	2016	2017
Resignations	137	142	148	153	152	170	167	205
Dismissals	18	33	32	29	31	33	26	20
Layoffs	0	0	0	0	0	0	0	0
Leave Without Pay	113	38	33	38	23	37	25	28
Suspension	64	45	54	52	28	35	39	46
Death	15	14	12	10	6	9	12	11
Retirement	127	130	187	141	157	156	163	129
TOTAL	474	402	466	423	397	440	432	439
<i>APPOINTMENTS</i>	2010	2011	2012	2013	2014	2015	2016	2017
Regular	520	459	186	236	360	369	329	397
Form 8 Provisional	64	10	0	2	2	1	1	1
Temporary	36	13	6	1	7	8	2	2
TOTAL	620	482	192	239	369	378	332	400

Fiscal Year 2025 Separations & Appointments by Category

<i>SEPARATIONS</i>	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total
Resignations	25	11	18	26	18	23	26	26	23	32	49	23	300
Dismissals	8	8	5	10	2	2	3	3	2	5	3	3	54
Layoffs	0	0	0	0	0	0	0	0	0	0	0	0	0
Leave without Pay	0	1	7	1	2	1	2	2	4	1	3	5	29
Suspension	2	4	1	1	1	5	0	4	3	8	2	4	35
Death	2	0	0	2	0	2	1	1	2	0	0	0	10
Retirement	4	3	46	15	10	14	11	13	11	12	11	5	155
TOTAL	41	27	77	55	33	47	43	49	45	58	68	40	583
<i>APPOINTMENTS</i>	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total
Regular	44	43	23	35	37	41	50	49	38	42	41	51	494
Provisional	0	0	0	0	0	0	0	0	0	0	0	0	0
Temporary	0	0	0	0	0	0	0	0	0	0	0	0	0
Form 8	2	1	0	0	0	0	0	9	12	7	3	0	29
TOTAL	46	44	23	35	37	41	50	58	50	44	44	51	523

2018	2019	2020	2021	2022	2023	2024	2025	TOTAL
238	231	253	295	374	360	340	300	3,665
28	17	56	44	59	76	56	54	612
0	0	0	0	0	0	0	0	0
33	32	32	29	24	47	46	29	607
43	45	46	37	36	28	38	35	671
13	6	13	19	6	17	14	10	187
141	135	153	147	173	140	141	155	2,375
496	466	553	571	672	668	635	583	8,117
2018	2019	2020	2021	2022	2023	2024	2025	TOTAL
440	445	371	342	466	562	555	494	6,531
0	33	51	36	45	47	37	29	322
1	7	2	4	1	1	0	0	128
441	464	423	382	512	610	592	523	6,981

Personnel & Payroll Comparison

Personnel & Payroll 2024-2025 Comparison

Semi-weekly Pay Period	2024 FY		2025 FY	
	Employees	Payroll	Employees	Payroll
October 1-15	4247	\$10,200,181.57	4274	\$10,793,585.94
October 16-31	4253	\$10,212,770.85	4272	\$10,810,860.03
November 1-15	4259	\$12,543,229.73	4274	\$11,767,911.86
November 16-30	4243	\$10,136,490.88	4278	\$11,985,399.99
December 1-15	4248	\$10,285,555.71	4273	\$10,716,143.39
December 16-31	4237	\$10,089,110.59	4270	\$10,636,223.07
January 1-15	4253	\$10,925,311.87	4302	\$11,784,816.69
January 16-31	4349	\$7,328,515.52	4251	\$11,112,603.73
February 1-15	4246	\$10,589,098.72	4271	\$11,025,031.49
February 16-28	4238	\$10,174,577.93	4251	\$10,943,855.19
March 1-15	4249	\$10,548,666.61	4251	\$10,943,855.19
March 16-31	4244	\$10,298,180.96	4245	\$10,737,337.85
April 1-15	4264	\$10,562,765.87	4264	\$11,067,644.45
April 16-30	4245	\$10,267,014.36	4250	\$10,696,338.41
May 1-15	4266	\$10,618,056.46	4265	\$10,951,942.39
May 16-31	4270	\$10,427,205.16	4273	\$10,800,499.97
June 1-15	4288	\$10,545,167.98	4288	\$11,028,621.02
June 16-30	4291	\$10,473,280.39	4290	\$10,794,993.19
July 1-15	4297	\$10,605,307.30	4300	\$10,908,079.80
July 16-31	4298	\$10,561,703.98	4293	\$11,005,585.84
August 1-15	4311	\$10,858,116.57	4295	\$11,163,617.51
August 16-31	4288	\$10,574,028.09	4261	\$10,835,545.06
September 1-15	4269	\$10,740,993.13	4266	\$10,837,729.45
September 16-30	4258	\$10,651,715.46	4261	\$10,849,895.32
TOTAL PAYROLL		\$250,217,045.69		\$264,198,116.83
SEMI-WEEKLY AVERAGE	4267	\$10,425,710.24	4272	\$11,008,254.87

Materials & Tests Activities

MATERIALS DIVISION

PAVEMENT DESIGN SECTION

Pavement Structural Designs Approved	190
Pavement Structural Design Addendums Approved	139

CERTIFICATION SECTION

Miles of Independent Assurance Sampling & Testing	846.2
Concrete Structures Projects	15
Safety Improvement & Guardrail Projects	72
Total Projects IAS&T Certified Completed	130
COM Letters	206

NUCLEAR GAGE LABORATORY

Repaired Nuclear Gages	36
Disposed Nuclear Gages	22
Calibrated/Recalibrated Nuclear Gages	107
Leak-tested Nuclear Gages	394

GEOTECHNICAL DIVISION

GEOTECHNICAL IN-HOUSE DESIGN

Bridge and Culvert Reports	1
Slide Correction & Back Slope Reports	0
Limited Soil Survey & Materials Reports	0
Slope Study Reports	0
Sign, Signal Pole & High-mast Lighting Reports	20
Retaining Wall Reports	1
Special Projects (i.e. Sinkholes & Rockfalls)	1
Building Foundation	0
Geo-hydrological Reports	13

GEOTECHNICAL CONSTRUCTION

Wave Equation Analysis	40
Dynamic Testing/Restrikes for Construction	46
Static Load Tests	9
Drive to Refusal Analysis	17
Hammer Approvals	18
Construction Submittal Reviews	34

GEOTECHNICAL CONSULTANT DESIGN

Bridge and Culvert Reports	12
Slope Study Reports	7
Slide Correction & Back Slope Reports	0

Soil Survey Reports	6
Sign, Signal Pole & High-mast Lighting Reports	0
Retaining Wall Reports	4
Special Projects	0
Reports Reviewed for Concurrence	10

FOUNDATION INVESTIGATION-DRILLING

Bridge and Culvert Projects	37
Slide Correction & Back Slope Projects	19
Soil Survey Projects	23
Sign, Signal Pole & High-mast Lighting Projects	17
Retaining Wall Projects	1
Special Projects (Sinkhole studies & Hazardous Materials Sites & Asphalt)	1
Total Footage Drilled for Projects (feet)	35,159

ENVIRONMENTAL SERVICES DIVISION

HAZARDOUS MATERIALS

Clearance for Projects	247
Investigations at Underground Storage Tank or Hazardous Materials Sites	3
Site Remediation Projects (UST Closure, Corrective Action, etc.)	9

ENVIRONMENTAL COMPLIANCE

Environmental Audits	51
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PAVEMENT MANAGEMENT DIVISION

Centerline Miles of Pavement Friction Testing	7,612
Centerline Miles of Pavement Condition Assessment	7,593
Pavement Condition Assessment/ Non-State Route HPMS Samples	1,650
Falling Weight Deflectometer Testing—Projects	185

TESTING DIVISION

Aggregate/Soils Lab Test Reports	1,472
Cement Lab Test Reports	599
Hot Mix Asphalt Lab Test Reports	394
Physical Lab Test Reports	1,940
Liquid Asphalt Lab Test Reports	324
Chemical Lab Test Reports	1,521

Research & Development

Product Evaluation Section Reporting Numbers for Fiscal Year 2025 *under the direction of the ALDOT Product Evaluation Board*

101

Products Submitted for Evaluation

66

Products Approved

37

Products Currently Under Evaluation

8

Products Disapproved for
Approval Consideration

Research Section Reporting Numbers for Fiscal Year 2024 *under the direction of the ALDOT Research Advisory Committee*

8

Projects Approved for Funding

30

Ongoing Research (Active) Projects

8

Transportation Pooled Fund Studies
& Special Projects Participating In

3

State-Led Transportation
Pooled Fund Studies

18

Completed Research

Right of Way Bureau Activities

Right of Way Bureau Activities 2025

ROW OPERATIONS

APPRAISAL

Appraiser Fees	352,900
Staff Appraiser Costs	104,554
TOTAL APPRAISAL COSTS	\$457,454

ACQUISITIONS

238 Parcels Acquired throughout FY 2025

Attorney Fees	507,526
Court Filing Costs	81,556
Right-of-Way Acquisition Costs	9,958,766
TOTAL ACQUISITION COSTS	\$10,547,848

RELOCATION

Relocation of individuals, families, businesses, farms, and non-profit organizations	2,503,092
TOTAL RELOCATION COSTS	\$2,503,092

PROPERTY MANAGEMENT

Rental Receipts from Acquired Property	69,665
TOTAL REVENUE (CREDITED BACK TO PROJECTS)	\$69,665
Land Leases	298,112
Oil and Gas Leases	\$3,616
Sale of Uneconomic Remnants, Right-of-Way, and Access Rights	587,420
Sale of Structures	0
TOTAL REVENUE (CREDITED TO US CODE TITLE 23 FUNDING)	\$889,148

UTILITIES

UTILITY RELOCATIONS

52 Executed SAHD #1 Non-Reimbursable Agreements	0
2 Executed SAHD #4 Non-Reimbursable Agreements	1,792,550
24 Executed SAHD #2 Reimbursable Agreements	40,115,956
5 Executed SAHD #3 Reimbursable Agreements	\$23,929
TOTAL UTILITY RELOCATION COSTS	\$40,139,885

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 \$281,866,220 for Fiscal Year 2025.

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 an “AA” rating on program debt borrowings.

The ATIB, through a comprehensive application process, gives local governmental entities the ability to accelerate transportation construction projects. Issuing bonds for major road and bridge construction completes the projects much sooner than pay-as-you-go funding, thus increasing safety and mobility for 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 to meet certain financial covenants in order to participate in the program.

Pursuant to Act No. 2024-355, the Fiscal Year 2025 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 of 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 ongoing 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 to provide a subordinated revenue pledge to ATIB bond debt service.

Board of Directors

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Finance Director Bill Poole, Secretary

Chief of Staff Liz Filmore

Representative Van Smith

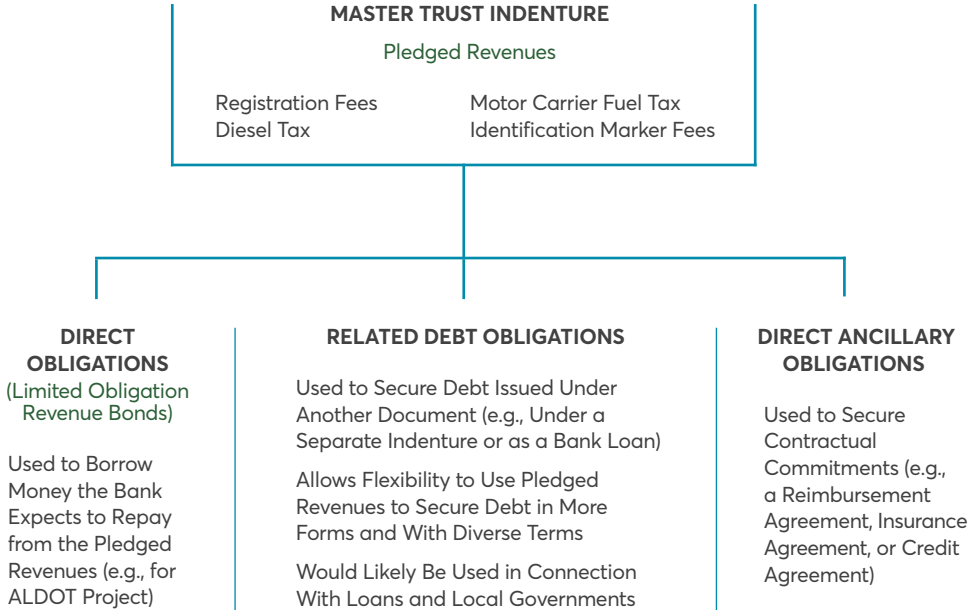
Deputy Chief of Staff Brooks McClendon

Senator Arthur Orr

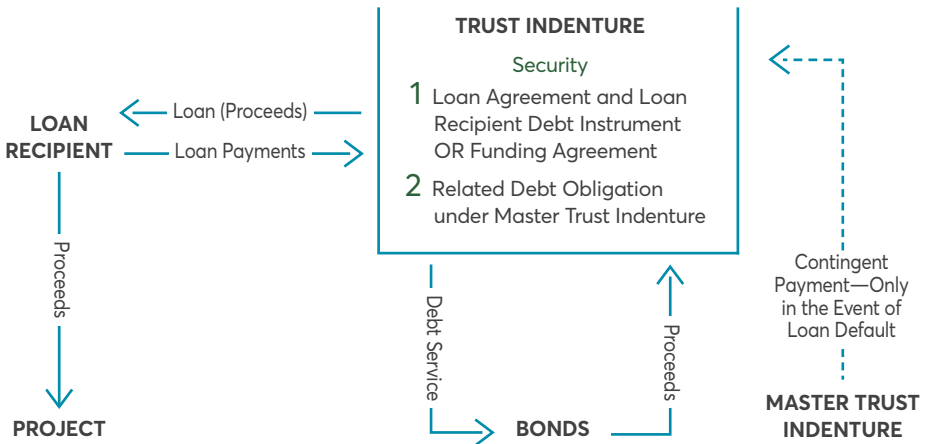
Alabama Department of Transportation

Jeff Hornsby, Chief Financial Officer

Program Structure



Local Loan Structure



2025 Borrowers

\$1,050,000

Town of Butler Project

Alabama Transportation Infrastructure Bank
Limited Obligation Revenue Bond
Series 2025-A

On January 16, 2025, the Alabama Transportation Infrastructure Bank closed a \$1,050,000 issue to fund a loan to the Town of Butler for local road projects. Regions Equipment Finance Corporation served as the lender, and Butler received a fixed rate of 4.97% for 10 years.

Butler's city limits have 21 miles of municipal roads which are the Town's responsibility to maintain. Butler evaluated all roads for degeneration to determine which roads need milling, resurfacing, and repaving. Butler estimated approximately 33% of their roads needed attention. The repaving of roads will increase safety during normal and inclement driving conditions. Resurfacing will enhance the appearance of neighborhoods which directly impact the sale of homes. Economic impacts are relevant to Butler's community desirability which increases population and directly impacts businesses located in Butler.

Butler gave its General Obligation pledge as well as a pledge of one-half (1/2) of the proceeds of the Sales Tax levied in the Town of Butler.

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.

The current program loan minimum is \$1 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).

The 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.



Highway System

Descriptions

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, Guntersville, and Huntsville to end at the Tennessee Line near Fisk
2. (US-72, US-43 part, US-231 part, US-431 part) from the Mississippi Line near Margerum via Tusculmbia, 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 I-59 at the Cuba Interchange via Demopolis, Selma, Montgomery, and Tuskegee to end at the Georgia Line at the east limits of the City of Phenix City
9. US-331, (US-84 part, US-29 part, US-80 part, US-82 part, US-231 part, US-78 part) from the Florida Line in Florala northerly via Opp, Brantley, Luverne, Montgomery, Wetumpka, Goodwater, Ashland, Lineville, Heflin, Iron City, Piedmont, Centre, and Cedar Bluff to end at the Georgia Line east of Cedar Bluff
10. (US-331 part, US-29 part, US-231 part) from the Mississippi Line west of Pushmataha via Butler, Nanafalia, Camden, Greenville, Luverne, Troy, Brundidge, and Abbeville to end at the Georgia Line near Fort Gaines, Georgia
11. US Route Number—not used
12. (US-84, US-31 part, US-29 part, US-331 part) from the Mississippi Line west of Insey easterly via Bolinger, Coffeeville, Grove Hill, Mexia, Repton, Evergreen, River Falls, Andalusia, Opp, Elba, Enterprise, Daleville, and Dothan to end at the Georgia Line southeast of Gordon
13. (US-43 part, US-80 part, US-11 part, US-82 Part, US-278 part, US-72 part) from a junction with Alabama 16 in Mobile via Thomasville, Demopolis, Eutaw, Tuscaloosa, Eldridge, Natural Bridge, Haleyville, Phil Campbell, Russellville, and Florence to end at the Tennessee Line north of Greenhill
14. (US-43 part, US-80 part, US-31 part, I-65 part) from the Mississippi Line northwest of Pickensville via Pickensville, Aliceville, Clinton, Eutaw, Greensboro, Marion, Selma, Prattville, Wetumpka, Tallassee, and Auburn to end at the junction with Alabama 147 in Auburn
15. (US-29 part, US-84 part, US-331 part, US-82 part, US-80 part, I-85 part, US-280 part) from a junction with Alabama 3 in Brewton via Andalusia, Luverne, Troy, Banks, Union Springs, Tuskegee, and Opelika to end at the Georgia Line in Lanett
16. (US-90, US-98 part, I-65 part) from the Mississippi Line west of Grand Bay via Mobile, Spanish Fort, Loxley, and Robertsdale to end at the Florida Line east of Seminole
17. (US-45 part, US-43 part, US-72 part) from a junction with Alabama 42 in Mobile via Citronelle, Deer Park, Chatom, Butler, York, Aliceville, Reform, Millport, Vernon, Sulligent, Hamilton, Russellville, and Florence to end at the Tennessee Line north of Zip City
18. (US-43 part) from the Mississippi Line west of Vernon via Vernon, Fayette, and Berry to end at the junction with Alabama 69 near Oakman
19. From a junction with Alabama 17 north of Detroit via Vina and Red Bay to end on Mississippi Line.
20. (US-43 part, US-72 part, US-72 Alt part, US-31 part) from the Tennessee Line north of Dart via Florence, Tusculmbia, and Decatur to end at the junction with Interstate 565 in Huntsville ending at Junction Interstate 65 and Interstate 565 west of Huntsville

State Highway System Description

21. (US-80 part, US-31 part, US-82 part, US-231 part) from the Florida Line south of Atmore via Atmore, Monroeville, Riley, Oak Hill, Furman, Hayneville, Montgomery, Wetumpka, Rockford, Sylacauga, Talladega, and Anniston to end at the junction with Alabama 74 (US-278) in Piedmont
22. (US-80 part, US-31 part, US-280 part) from a junction with Alabama 5 in Safford via Selma, Maplesville, Clanton, Cooper, Rockford, Alexander City, and Roanoke to end at the Georgia Line northeast of Rock Mills
23. From a junction with Alabama 7 (US-11) north of Springville via St Clair Springs to end at the junction with Alabama 25 (US-231, US-411) in Ashville
24. From the Mississippi Line in Red Bay via Russellville and Moulton to end at the junction with Alabama 67 in Decatur
25. (US-82 part, US-231 part, US-411 part) from a junction with Alabama 5 at Sunny South via Thomaston, Faunsdale, Greensboro, Centreville, Calera, Harpersville, Vincent, Leeds, Odenville, Ashville, Gadsden, and Centre to end at the Georgia Line east of Forney
26. From a junction with Alabama 51 in Hurtsboro via Hatchechubbee to end at the Junction with Alabama 1 (US-431) in Seale
27. (US-231 part) from the Florida Line southwest of Geneva via Geneva, Enterprise, and Ozark to end at the junction with Alabama 10 in Abbeville
28. (US-11 part, US-80 part, US-43 part) from a junction with Alabama 17 north of Boyd via Livingston, Jefferson, Linden, Catherine, and Camden to end at the junction with Alabama 21 west of Furman
29. US-Route Number—not used
30. From a junction with Alabama 51 in Clayton easterly to end at the junction with Alabama 1 (US-431) in Eufaula
31. US Route Number—not used
32. From the Mississippi Line west of Cochrane easterly to end at the junction with Alabama 17 south of Cochrane
33. From a junction with Alabama 74 (US-278) in Double Springs northeasterly via Wren and Moulton to end at the junction with Alabama 20 (US-72 Alt) east of Courtland
34. From a junction with Alabama 53 (US-231) at Cropwell southeasterly to end at the junction with Alabama 77 north of Talladega
35. (US-11 part) from a junction with Alabama 9 northeast of Cedar Bluff via Gaylesville, Fort Payne, Rainsville, and Scottsboro to end at the junction with Alabama 2 (US-72) west of Woodville
36. From a junction with Alabama 33 in Wren via Danville and Hartselle to end at the junction with Alabama 53 (US-231) at Lacey's Spring
37. From a junction with Alabama 12 and 134 (US-84) in Daleville northerly to end at the Tank Hill Gate of Fort Rucker Reservation
38. (US-280, US-231 part, I-85 part, US-431 part, US-80 part) from a junction with Alabama 3 (US-31) in Birmingham southeasterly via Sylacauga, Alexander City, Dadeville, and Opelika to end at the Georgia Line in Phenix City
39. From a junction with Alabama 7 (US-11) north of Livingston via Gainesville to end at the junction with Alabama 14 in Clinton
40. From a junction of Alabama 35 south of the Tennessee River Bridge near Scottsboro easterly north of Dutton via Dean's Chapel and Henagar to end at the junction with Alabama 117 near Hammondville
41. (US-29 part, US-84 part) from the Florida Line in Dixonville via Brewton, Repton, Monroeville, and Camden to end at the junction with Alabama 14 in Selma
42. (US-98, US-90 part) from the Mississippi Line west of Wilmer via Wilmer, Mobile, Spanish Fort, Fairhope, Barnwell, and Foley to end at the Florida Line near Lillian
43. US Route Number—not used
44. From a junction with Alabama 118 (US-78) in Guin via Twin to end at the junction with Alabama 129 near Brilliant
45. US Route Number—not used
46. From a junction with Alabama 4 (US-78) in Heflin via Bells Mill and Trickem to end at the Georgia Line east of Trickem
47. From a junction with Alabama 12 (US-84) at Mexia via Monroeville, Beatrice, and Midway to end at the junction with Alabama 10 in Awim
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, Louisvile, Clayton, Midway, Hurtsboro, and Marvyn to end at the Junction with Alabama 38 (US-280) in Opelika

52. (US-84 part) from a junction with Alabama 9 (US-331) in Opp, via Kinston, Samson, Geneva, Hartford, and Dothan to end at the Georgia Line in Columbia
53. (US-231 part, US-82 part, US-80 part, US-280 part, US-411 part) from the Florida Line south of Grangeburg via Cottonwood, Dothan, Midland City, Troy, Montgomery, Wetumpka, Sylacauga, Harpersville, Pell City, Ashville, Oneonta, Arab, Huntsville, and Ardmore to end at the junction with Interstate 65 south of the Tennessee Line
54. From a junction with Alabama 9 (US-331) in Florala via Hacoda to end at the junction with Alabama 52 west of Samson
55. (US-331 part, US-29 part, US-84 part, US-31 part) from the Florida Line in southwest Florala via Andalusia to end at the junction with I-65 west of Georgiana
56. From the Mississippi Line west of Chatom via Chatom to end at the junction with Alabama 13 (US-43) in Wagarville
57. (US-45 part) from a junction with Alabama 17 at Deer Park, via Fruitdale, to end at the Mississippi Line northwest of Yellow Pine
58. Number not used—Route eliminated 08/14/15.
59. (US-90 part, US-31 part) from a junction with Alabama 182 in Gulf Shores via Foley, Robertsdale, Loxley, Stapleton, Bay Minette, and Stockton to end at the junction with Alabama 21 in Uriah
60. From a junction with Alabama 14 at Wedgeworth northeasterly to end at the junction with Alabama 69 near Havana
61. From a junction with Alabama 8 (US-80) in Uniontown via Newbern to end at the junction with Alabama 14 in Greensboro
62. From a junction with Alabama 227 at Meltonville 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

State Highway System Description

84. US Route Number—not used
85. From a junction with Alabama 27 in northeast Geneva northeasterly via Bellwood and Clayhatchee to end at the south boundary of the Fort Rucker Reservation in Daleville
86. From the Mississippi Line west of Pickensville easterly via Pickensville and Carrollton to end at the junction with Alabama 6 (US-82) southeast of Gordo
87. (US-84 part) from the Florida Line south of Samson northerly via Samson, Elba, and Spring Hill to end at the junction with Alabama 53 (US-231) in Troy
88. From a junction with Alabama 12 (US-84) in northwest Enterprise southeasterly to a junction with Alabama 192 and Alabama 167 in southeast Enterprise
89. From a junction with Alabama 21 near Snow Hill northerly via Carlowville to end at the junction with Alabama 41 north of Richmond
90. US Route Number—not used
91. From a junction with Alabama 69 at Wilburn via Arkadelphia and Hanceville to end at the junction with Alabama 74 (US-278) in Holly Pond
92. From a junction with Alabama 167 southeast of Enterprise easterly via Clayhatchee to end at the junction with Alabama 12 (US-84) north of Wicksburg
93. From a junction with Alabama 53 (US-231) near the south city limits of Brundidge northerly via Brundidge to end at the junction with Alabama 15 (US-29) in Banks
94. From a junction with Alabama 9 (US-331) in Ada southeasterly via Ramer and Dublin to end at the junction with Alabama 53 (US-231) in Orion
95. From the junction with Alabama 52 northerly via Columbia, Haleburg and Abbeville to end at the junction with Alabama 1 (US-431) south of Terese
96. From the Mississippi Line west of Millport via Millport and Kennedy to end at the junction with Alabama 18 in Fayette
97. (US-31 part) from a junction with Alabama 9 (US-331) north of Highland Home via Davenport and Hayneville to end at the junction with Alabama 8 (US-80) in Lowndesboro
98. US Route Number—not used
99. From a junction with Alabama 3 (US-31) in Athens northwesterly via Goodsprings to end at the junction with Alabama 207 north of Anderson
100. From a junction with Alabama 15 in Andalusia northeasterly to end at a junction with Alabama 12 (US-84) near the northeast city limits of Andalusia
101. From a junction at Lawrence County Road 460 west of Moulton northerly via Hatton, Town Creek, Elgin, and Lexington to end at the Tennessee Line north of Lexington
102. From a junction with Alabama 171 (US-43) north of Fayette easterly via Studdards Crossroads to end at the junction with Alabama 124 in Townley
103. From the Florida Line south of Fadette northerly and northwesterly via Fadette and Slocomb to end at the junction with Alabama 123 in Wicksburg
104. From a junction with Alabama 42 (US-98) in Fairhope easterly via Silverhill to end at the junction with Alabama 59 in Robertsdale
105. From a junction with Alabama 27 in Ozark northeasterly via Skipperville and Clopton to end at the junction with Alabama 10 north of Clopton
106. From the Conecuh-Butler County line east of Midway easterly via Georgiana to end at the junction with Alabama 15 (US-29) south of Brantley
107. From a junction with Alabama 18 west of Fayette via Bluff to end at the junction with Alabama 118 (US-278) in Guin
108. Proposed route from the junction of Alabama 8 & 21 (US-80) on the west side of Montgomery westerly to end at the junction of Interstate 85 east of Montgomery (known as the “Montgomery Outer Loop”)
109. From the Florida Line southwest of Madrid northerly to end at the junction with Alabama 1 (US-231) north of Madrid
110. From a junction of Alabama 126 east of Montgomery southeasterly via Cecil and Fitzpatrick to end at the junction with Alabama 6 (US-82) west of Union Springs
111. From a junction with Alabama 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 northeasterly via Lavaca, Pennington, and Naheola, thence easterly via Myrtlewood to end at the junction with Alabama 69 southeast of Myrtlewood
115. From a junction with Alabama 9 south of Kellyton northerly to end at the junction with Alabama 38 (US-280) in Kellyton
116. From a junction with Alabama 17 south of Geiger easterly to end at the junction with Alabama 39 in Gainesville

117. From the Georgia Line south of Mentone northwesterly via Mentone, Valley Head, Ider, Flat Rock, Stevenson, and Bass to end at the Tennessee Line north of Bass
118. (US-278 part, Alternate US-78 part) from the Mississippi Line west of Sulligent via Sulligent, Guin, Winfield, and Carbon Hill to end at the junction with Alabama 69 in Jasper
119. (US-31 part) from a junction with Alabama 25 in Montevallo northerly via Alabaster, Pelham, and Oak Mountain State Park to end at the junction with Alabama 4 (US-78) in Leeds
120. From a junction with Alabama 49 in Reeltown southeasterly to end at the junction with Alabama 14 in Liberty City
121. Number not used
122. From a junction with Alabama 12 (US-84) in New Brockton northeasterly to end at the junction with Alabama 51 in Clintonville
123. From a junction with Alabama 167 south of Hartford northerly via Hartford, Newton, Ozark, and Ariton to end at the junction with Alabama 53 (US-231) west of Ariton
124. From a junction with Alabama 118 (US-78) east of Pocahontas southeasterly via Townley to end at the junction with Alabama 69 at McCollum
125. From a junction with Alabama 203 in Elba northeasterly via Arcus, Victoria, and Tarentum to end at the junction with Alabama 53 (US-231) south of Brundidge
126. (US-80 part) from a junction with Alabama 126 at Technacenter Drive east of Montgomery easterly parallel with Interstate 85 to end at a junction with Alabama 8 (US-80) at Waugh, thence westerly parallel with Interstate 85 to end at a point north of the beginning point of Alabama 126.
127. From a junction with Alabama 99 in Athens northerly via Elkmont to end at the Tennessee Line north of Elkmont
128. From a junction with Alabama 63 south of Alexander City easterly to end at Wind Creek State Park
129. (Alternate US-78 part) from a junction with Alabama 171 (US-43) north of Fayette, northerly via Hubbertsville, Glen Allen, Brilliant, and Halesy to end at the junction with Alabama 13 south of Halesville
130. From a junction with Alabama 15 (US-29) east of Banks easterly via Shiloh to end at the junction with Alabama 51 southwest of Louisville
131. From a junction with Alabama 10 west of Blue Springs northeasterly via Texasville and Baker Hill to end at the junction with Alabama 1 (US-431) south of Eufaula
132. From a junction with Alabama 75 in Oneonta northeasterly via Taits Gap and Altoona to end at the junction with Alabama 74 (US-278) east of Red Bud
133. From a junction with Alabama 20 southeast of Tusculumbia northerly via Muscle Shoals and across Patton Island Bridge to the junction of Alabama 157, thence easterly along Veterans Drive and northerly and westerly along Cox Creek Parkway to end at the junction of Alabama 20 west of Florence
134. (US-84 part) from a junction with Alabama 9 and Alabama 12 (US-331 and US-84) north of the L&N Railroad in Opp easterly via Ino, Turner Crossroads, Enterprise, Daleville, Newton, Midland City, and Headland to end at the junction with Alabama 95 near Columbia
135. 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

State Highway System Description

147. From a junction with Interstate 85 and Alabama 15 (US-29) in the southwest portion of Auburn northerly along Shug Jordan Parkway and North College Street through Auburn. Thence northerly via the Bottle and Gold Hill to end at the junction with Alabama 1 (US-431) north of Gold Hill
148. From a junction with Alabama 21 in Sylacauga easterly to end at the junction with Alabama 9 in Millerville
149. From a junction with Alabama 38 (US-280) westerly along Shades Creek Parkway and Lakeshore Drive, to end at Homewood—Birmingham city limits approximately 300 feet west of junction of Wildwood Circle.
150. From a junction with Alabama 5 and Alabama 7 (US-11) in Bessemer easterly to end at the junction with Alabama 3 (US-31) in Hoover
151. From a junction with Alabama 79 north of Pinson northeasterly to end at the junction with Alabama 75 north of Pinson
152. From a junction with Interstate 65 north of Montgomery easterly along Alabama 152 to end at the junction with Alabama 9, Alabama 21, and Alabama 53 (US-231) at Madison Park
153. From the Florida Line south of Samson northerly to end at the junction with Alabama 52 west of Samson
154. From a junction with Alabama 69 north of Coffeetown easterly via McEntyre and Chilton to end at the junction with Alabama 13 (US-43) in Thomasville
155. From a junction with Alabama 3 (US-31) north of Jemison northwesterly via Wessington to end at the junction with Alabama 119 in Montevallo
156. From a junction with Alabama 17 at Jachin easterly via Robjohn to end at the junction with Alabama 114 south of Pennington
157. (US-72 Alt part, US-72 part, US-43 part) from a junction with Alabama 74 (US-278) east of Cullman northwesterly via Cullman, Moulton, Muscle Shoals, Florence, and Cloverdale to end at the Tennessee Line
158. (US-98 part) from the Mississippi Line 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 Lubbock 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 Orange Beach, Gulf Shores, Foley and Summerdale to end at the junction with Interstate 10 south of Loxley
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 Twin Springs, Jernigan, Loflin, and Fort Mitchell to end at the junction with Alabama 1 (US 431) in Phenix City
166. From a junction with Alabama 141 at Danleys Crossroads easterly to end at the junction with Alabama 12 (US-84) in Elba
167. (US 84 part) from the Florida Line southeast of Hartford northwesterly via Hartford, Highbluff, Enterprise, Folsom Bridge, and Spring Hill to end at the junction with Alabama 10 (US 231) in Troy
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/Foley Beach Express 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 East Bridge Street in Wetumpka

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213. From a junction with Alabama 17 (US-45) northwest of Eight Mile Creek in Prichard northeasterly to a junction with Alabama 13 (US-43) in Saraland
214. Number not used
215. From a junction with Alabama 6 (US-82) in Tuscaloosa northerly along Greensboro Avenue to 15th Street, thence easterly along 15th Street and Veterans Memorial Parkway to end at the junction with Alabama 7 (US-11).
216. From a junction with Alabama 215 (University Boulevard) northeasterly via Brookwood to end at the junction with Interstate 59 near Bucksville
217. From a junction with Alabama 17 (US-45) northwest of Eight Mile Creek in Prichard northwesterly via Georgetown to end at the junction with Prine Road southwest of Citronelle
218. Number not used
219. (US-82 part) from a junction with Alabama 22 southwest of Selma northerly via Harper Chapel, Perryville, and Centerville to end at the junction with Alabama 5 north of Centreville
220. Number not used
221. From a junction with Alabama 41 southwest of Camden northerly to end at the junction with Alabama 28 northwest of Camden
222. Number not used
223. From a junction with Alabama 15 (US-29) northwest of Banks northeasterly via Saco to end at the junction with Alabama 6 (US-82) in Union Springs
224. Number not used
225. From a junction with Alabama 3 (US-31) near Spanish Fort northerly to end at the junction with Alabama 59 at Stockton
226. Number not used
227. From a point on the DeKalb-Etowah County line northerly via Crossville and Geraldine to end at the junction with Alabama 1 and Alabama 79 (US-431) in Guntersville
228. Number not used
229. From a junction with Interstate 85 South of Milstead northerly via Tuckabatchie, Tallassee, Burlington, Kent, and Red Hill to end at the junction with Alabama 63 south of Martin Lake
230. Number not used
231. US Route Number—not used
232. Number not used
233. From a junction with Alabama 129 in Glen Allen northerly to end at the junction with Alabama 74 (US-278) west of Natural Bridge
234. Number not used
235. From a junction with Alabama 38 (US-280) in Childersburg northerly along Plant Road to end at the junction with a paved county crossroads south of the CSX Railroad crossing at Grasmere
236. Number not used
237. From a junction with Alabama 172 west of Bear Creek northeasterly via Shady Grove to end at the junction with Alabama 13 in Phil Campbell
238. Number not used
239. From a junction with Alabama 30 in Clayton northeasterly along the western bypass and Louisville Street northwesterly along Midway Street via Smuteye to end at the junction with Alabama 15 (US-29) south of Union Springs
240. Number not used
241. From a junction with Alabama 74 (US-278) at White House northerly via Lumbull to end at the junction with Alabama 237 southwest of Phil Campbell
242. Number not used
243. From a junction with Alabama 195 near Rabbit Town via Pebble to end at the junction with Alabama 24 in Russellville
244. Number not used
245. From a junction with Alabama 10 in Greenville northwesterly to end at the junction with Alabama 185 in Greenville
246. Number not used
247. From a junction with Alabama 24 east of Red Bay northeasterly via White Oak to end at the junction with Alabama 2 (US-72) west of 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.** Number not used
- 259.** From a junction with Alabama 9 in Equality northeasterly to end at the junction with Alabama 22 in Alexander City
- 260.** Number not used
- 261.** From a junction with Shelby County Road 17 in Helena northeasterly to end at the junction with Alabama 3 (US 31) south of the Jefferson County Line
- 262.** Number not used
- 263.** From a junction with Alabama 185 northwest of Greenville northwesterly to end at the junction with Alabama 21 near Braggs
- 264.** Number not used
- 265.** From a junction with Alabama 21 and Alabama 47 in Beatrice northerly via Chestnut and Fatama to end at the junction with Alabama 28 and Alabama 41 in Camden
- 266.** Number not used
- 267.** Number not used—Route eliminated 10/22/15
- 268.** Number not used
- 269.** From a junction with Avenue "V" and 20th Street in Ensley along 20th Street to Avenue "B" thence north across the Ensley viaduct via Mulga, Birmingham, Powhatan, Copeland Ferry Bridge, and Parrish to end at the junction with Alabama 69 in Jasper
- 270.** Number not used
- 271.** From a junction with Alabama 6 and Alabama 53 (US-82 and US-231) in southeast Montgomery northeasterly to end at a point approximately 0.50 mile north of Interstate 85 in Montgomery at AUM
- 272.** Number not used
- 273.** From a junction with Alabama 68 near Leesburg northeasterly to end at the junction with Alabama 35 near Blanche
- 274.** Number not used
- 275.** Number not used—Route eliminated 11/1/2019
- 276.** Number not used
- 277.** From the junction of Alabama 2 (US-72) near Stevenson northeasterly to end at the junction of Alabama 2 (US-72) near Bridgeport in Jackson County
- 278.** US Route Number—not used
- 279.** From a junction with Alabama 79 south of Scottsboro northeasterly to end at the junction with Alabama 2 (US-72) in Hollywood
- 280.** US Route Number—not used
- 281.** From a junction with Forest Development Road 600 (FH route 22) at Campbell Springs Road in the Talladega National Forest northeasterly via Cheaha State Park and Five Points to end at the junction with Alabama 4 (US-78) west of Heflin
- 282.** Number not used
- 283.** (US-411 part) from a junction with Alabama 25 in Centre northeast along Cedar Bluff Road to a junction with Alabama 68 (Centre By-pass), thence southeasterly along Centre By-pass to end at the junction with Alabama 25 southeast of Centre
- 284.** Number not used
- 285.** From Lakepoint Resort State Park northerly to end at the junction with Alabama 165 in Eufaula
- 286.** Number not used
- 287.** From a junction with Alabama 3 (US-31) at Courthouse Square in Bay Minette, north along Hand Avenue to a junction with Alabama 59 north of Bay Minette, thence northeasterly to end at the junction with Interstate 65.
- 288.** Number not used
- 289.** From a junction with Alabama 5 and Alabama 183 in Marion northerly to end at the junction with Alabama 14 in Marion
- 290.** Number not used
- 291.** From a junction with Alabama 759 in Gadsden northerly along portions of George Wallace Drive and Hood Avenue to end at the junction with Alabama 1 and Alabama 74 (US-431 and US-278) in Gadsden
- 292.** Number not used
- 293.** From the junction of Alabama 110 east of the Montgomery Outer Loop (Alabama 108) northerly to end at the junction of Alabama 126
- 295.** From the junction of Alabama 13 (US-43) at a point near the south city limits of Grove Hill to a point at the junction of Alabama 3 (US-43) near the north city limits of Grove Hill
- 297.** Proposed Tuscaloosa Bypass from the junction of Interstate 20 on the east side of Tuscaloosa northwesterly to end at the junction of Alabama 6 (US-82) on the west side of Tuscaloosa. The portion currently open to traffic extends from Jack Warner Parkway across the "Paul "Bear" Bryant" bridge to Rice Mine Road (CR 30) in Tuscaloosa
- 299.** Number not used
- 300.** From a junction with Alabama 7 (US-11) southwest of Tuscaloosa easterly to end of maintenance east of Interstate 59/20 southwest of Tuscaloosa in Tuscaloosa County

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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
304. From a junction point 652' west of junction of Alabama 3 (US 31), south of Athens easterly to end of ALDOT maintenance east of junction of Interstate 65 south of Athens in Limestone County
306. From a junction with Geno Road in Gulf Shores easterly to end at a point 3,430 feet east of Geno Road in Orange Beach
307. From a junction with AL 306 / Cotton Creek Drive in Orange Beach northerly to end at junction AL 161 / Foley Beach Expressway
308. From the junction of Alabama 59 via Foley along a portion of the Foley Beach Expressway to end at junction of Alabama 161
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, Hartselle, 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

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