

107th ANNUAL REPORT

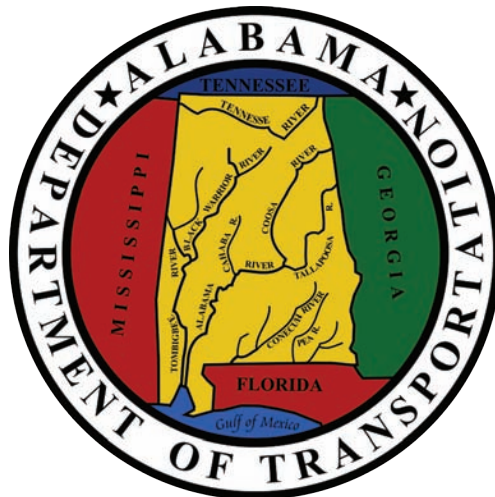
ALABAMA DEPARTMENT OF TRANSPORTATION



2018

FISCAL YEAR

ONE HUNDRED SEVENTH ANNUAL REPORT



FISCAL YEAR 2018
OCTOBER 1, 2017 - SEPTEMBER 30, 2018

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 available and furnish any other information concerning road and bridge improvements as may be deemed expedient by the Governor and the Legislature.

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Kay Ivey
Governor

ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard
Montgomery, Alabama 36110

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John R. Cooper
Transportation Director

March 29, 2019

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 *107th Annual Report*. Additional copies are available by contacting Mrs. Haley Ansley at (334) 242-6729.

Sincerely,

A handwritten signature in blue ink that reads "John R. Cooper".

John R. Cooper
Transportation Director

JRC/TH/

Enclosure

Alabama Department of Transportation
Central Office, Bureau and Region Leadership
As of September 30, 2018

Transportation Director

Fleet Management

Finance and Audits Bureau

Legal Bureau

Chief Engineer

Innovative Programs Bureau

Policy and Planning

County Transportation Bureau

Transportation Planning and Modal Programs Bureau

Office Engineer Bureau

Pre-Construction

Bridge Bureau

Design Bureau

Quality Control Bureau

Right-of-Way Bureau

Operations

Construction Bureau

Equipment Bureau

Maintenance Bureau

Materials and Test Bureau

Administration

Aeronautics Bureau

Air Transportation

Compliance and Business Operations Bureau

Computer Services Bureau

Media and Community Relations Bureau

Research and Development Bureau

Special Counsel

Training Bureau

Personnel Bureau

Region

North Region

East Central Region

West Central Region

Southeast Region

Southwest Region

John Cooper

Willie Bradley

Kelly Brendle

Bill Patty

Don Arkle

Terry Robinson

Ed Austin

Ed Phillips

Robert Jilla

Clay McBrien

William Adams

Tim Colquett

Steve Walker

Terry McDuffie

Philip Shamburger

George Conner

Skip Powe

Stan Carlton

Stacey Glass

Scott George

Bill Flowers

John Eagerton

Brian DeKruyff

Clarence Hampton

Michael Stokes

Tony Harris

Michelle Owens

Ellen Leonard

Maxine Wheeler

Steve Dukes

Region Engineer

Curtis Vincent

DeJarvis Leonard

James D. Brown

Steve Graben

Vince Calametti

A YEAR IN REVIEW

The 2018 fiscal year remained a time when the need for better transportation funding was still a major public policy issue, but the timing as a legislative priority dictated that it would wait until at least 2019 to be addressed by a newly-elected legislature.

The main focus during FY 2018 for ALDOT's project-related expenditures continued to be system preservation. Work continued on Phase 3 of the Central Business District Bridges project in downtown Birmingham. That phase of work, with a bid amount of \$474.78 million, began in March 2017. The overall project's main scope of work – specifically the demolition and replacement of the elevated spans of Interstate 59/20 through the heart of Birmingham – are expected to begin in early 2019 with 14 months to complete. The overall project is expected to be complete in late 2020.

With no indication for any increase in federal funds anytime soon, Alabama and other states are left to cope with existing levels of federal and state funding. For Alabama, that means that projects for bypasses, additional lanes, interstate widening and even some level of maintenance are competing for funding that has been essentially stagnant and level for several years. For greater context, it is projected that ALDOT would need to invest nearly \$8 billion in additional capacity alone through 2040 to simply maintain conditions and mitigate worsening congestion (according to the July 2017 Alabama Statewide Transportation Plan).

Changes in Administration

During the 2018 fiscal year the Department saw a significant change in administration at the central office. Transportation Director **John Cooper** appointed Director of Finance **Bill Flowers** as deputy director for operations following the retirement of **Lamar Woodham** after 43 years with the department.



Lamar Woodham

Legislation signed into law for Fiscal Year 2018

HB243 sponsored by Rep. Chris Sells

Amended the public works law, for ALDOT projects only, to allow ALDOT to award projects with a prescribed, abbreviated advertising period for projects \$250,000 or less, up to an annual cap of \$1 million.

HB158 sponsored by Rep. Chris Sells

Amended the State Move Over Law to include any vehicle parked on a roadside displaying flashing lights.

SB100 sponsored Sen. Arthur Orr

Amended the Alabama Transportation Infrastructure Bank Act to allow the Bank to be funded with issuance of bonds to allow for loans for local projects to be paid by the local governments, with a provision for the State to intercept local revenues in the case of a default to the Bank. Also allows local governments to fund projects at ALDOT's premium bond rating, rather than their own.

Gov. Ivey visited the Central Business District project

Gov. Kay Ivey joined ALDOT in August 2018 to announce the completion of critical entrance and exit ramps associated with the ongoing Central Business District Bridges project. Ivey visited the project on Wednesday, August 15, 2018, to announce that the entrance and exit ramps from I-59/20 and I-65 would open by August 31. The announcement was made from the top of the ramp leading to I-65 South from 17th Street North, the tallest ramp in the multi-year project to re-design the interchange of I-59/20 and I-65 and then replace the existing



59/20 bridges through downtown. The new ramps included on-ramps from 11th Avenue North (at 17th Street) leading to I-65 North and South, as well as I-59/20 South toward Tuscaloosa, and exit ramps from I-65 North and I-59/20 North to 17th Street. The new ramps will eliminate scenarios in which drivers had to cross multiple lanes of traffic to take certain exits around downtown.

Mobile River Bridge and Bayway Project Makes Progress in 2018

ALDOT continued to make progress in developing the I-10 Mobile River Bridge and Bayway project in 2018. The 10-mile project on I-0 proposes three major components: a bridge over Mobile River, 7.5 miles of eight-lane bridges across Mobile Bay and seven interchange modifications. The current corridor, which is four lanes and includes the Wallace Tunnel, was built to accommodate 35,000 vehicles daily. Currently, more than 75,000 pass through Mobile on I-10. During holiday peak season, that number creeps up to 100,000.

In 2018, the Alabama Toll Roads, Bridges and Tunnel Authority approved a shortlist of three teams to submit proposals for the project. Throughout the year, the ALDOT project team met with the proposers to further the development of the Request for Proposals. The final RFP will be released in 2019 with selection taking place in 2020.

ALDOT hosted a series of forums – including utility and Disadvantaged Business Enterprise to connect the proposers to local and regional businesses.

Concurrently, ALDOT submitted the Draft Supplemental Environmental Impact Statement to the Federal Highway Administration in September. Public Hearings are planned for mid-2019. ALDOT reviews all comments received and responses are included in the Final Environmental Impact Statement. ALDOT anticipates receiving the Record of Decision following those hearings

To fund the estimated \$2 billion project, ALDOT is exploring all possible funding vehicles, especially considering other needs across the entire state, both large and small. The project is ALDOT's first Public-Private Partnership. ALDOT presented the project to the U.S. DOT and is applying for a TIFIA loan as well as re-applying for an INFRA grant. ALDOT submitted a Letter of Interest for the Transportation Infrastructure Finance and Innovation Act (TIFIA) and met with the Build America Bureau in 2018. TIFIA provides credit assistance for projects of regional and national significance. This fills market gaps and leverages substantial private co-investment by providing supplemental and subordinate capital.

Additional activities in 2018 included acquiring right of way, completion of a foundation load testing program, and conducting archaeological research along the alignment.

In 2019, ALDOT will have everything in place for proposals from the three teams to be submitted. A team will be selected to build the project in early 2020, and ALDOT anticipates reaching commercial close mid-2020, allowing for construction to begin.

Alabama Transportation Rehabilitation and Improvement Program

Significant progress was made toward closing out ALDOT’s Alabama Transportation Rehabilitation and Improvement Program. The purpose of ATRIP is to rehabilitate and improve transportation infrastructure through the accelerated delivery of project funding. The program’s goal since starting in 2012 is to address critical projects across the state to rehabilitate and improve existing infrastructure, and, in some cases, provide new infrastructure, at locations throughout the state. The program’s focus is on essential needs relating to roads and bridges. There has been an ATRIP project in every ALDOT regular letting since August 2012. In fiscal year 2018 there were 69 projects that totaled \$100.04 million, bring the program total to 855 projects for \$1.09 billion.

US-98: BP Money Fuels Construction

Construction resumed on the much-needed US-98/SR-158 roadway in Mobile County, commonly nicknamed “Bloody 98” by locals who travel the route daily. The two-lane portion of US-98 from the Mississippi state line to Snow Road has long held this nickname due to the number of severe accidents and heavy traffic volumes. To alleviate the heavy volume of traffic, ALDOT began constructing a four-lane extension from SR-158 to connect it to US-98 at the Mississippi/Alabama state line in 2001. The Safe 98 initiative has proven to be no easy feat as it faced a setback in 2007 which halted the project due to litigation around environmental concerns and required the construction plans to be redesigned and additional right of way purchased. As a result, ALDOT formed a Safe 98 community outreach group to keep those living near or on the path of the project informed and updated frequently. This effort helped establish trust with local partners and residents in the area to ensure them that ALDOT was committed to providing a safe, efficient and environmentally-sound roadway for all.

Alabama was awarded \$1 billion in the BP oil spill lawsuit settlement and \$40 million of that settlement went toward funding the continuation of US-98/SR-158. Design immediately resumed and plans which had been ready to bid from previous years were quickly updated and advertised for letting for construction. Even with a financial boost, ALDOT still needed almost \$160 million to complete the entire four-lane route. As a result, engineers began phasing the



A sediment control basin which is a part of the storm water management at SR-158 extension project from Lott Road to Schillinger Road.



An aerial view of the SR-158 extension project from Lott Road to Schillinger Road.

project's construction with the focus of getting two lanes completed from the state line to Schillinger Road. Currently, two portions of the project are under construction with another two projects scheduled to let in 2019.

In the short term, ALDOT has chosen to add additional safety features to the existing highway. In 2018, ALDOT installed centerline rumble stripe along the two-lane portions of the road. Rumble striping is comprised of grooved patterns on the road to warn drivers audibly and with physical vibration whenever they are running off the side of the road or in this case, crossing over into the opposite lane. This is the first State/U.S. roadway in Alabama to have rumble striping in the center of the road. ALDOT also placed additional raised pavement markers in areas, providing more visibility to motorists at night or during heavy rain.

Two lanes on the new roadway are anticipated to be complete by 2022, which will complete the connection from Mississippi to I-65. As funding uncertainty remains, ALDOT will continue to look for opportunities to complete the entire new four-lane freeway as it was designed.

ALDOT's Gee's Bend Ferry Going Green

The historic Gee's Bend Ferry is getting a 21st century makeover. ALDOT during the 2018 fiscal year began implementing a \$1.09 million grant from the U.S. Environmental Protection Agency to convert the diesel-powered ferry into a battery-powered electric vessel. It is set to become the first all-electric ferry in the United States, and only the second in the world. The project will allow ALDOT's Gee's Bend Ferry to achieve significant reductions in diesel emissions. The ferry makes five round-trips daily, 362 days a year across the Alabama River between Gee's Bend and Camden in rural Wilcox County. It is estimated that the vessel's four diesel engines run up to 2,700 hours annually. The conversion from diesel to electric will not only eliminate the ferry's fuel emissions, reducing air pollution, it will also reduce ALDOT's operating expenses by an estimated 50 percent. The Marissa Mae Nicole, one of two vessels in ALDOT's Mobile Bay Ferry service, is covering the Gee's



The Gee's Bend Ferry in Wilcox County will soon become the first all-electric passenger ferry in the United States, and the second in the world.

Bend route. The newly outfitted, all-electric ferry is expected to be back in service at Gee's Bend in late 2018.

ALDOT Employee Recognized as Honorable Mention in State Employee of the Year Program

The State Personnel Department annually honors the top employees from Alabama's various state agencies. For the second consecutive year, an ALDOT employee was among those honored. **Albert Tabb**, Transportation Maintenance Superintendent, Southeast Region, received an Honorable Mention in SPD's Employee of the Year program. Tabb has worked for ALDOT for more than 40 years. He was recognized for his role in leading maintenance crews in their response to two ice events that impacted central Alabama.



Leadership Academy Continues Cultivating Future Leaders

Three classes graduated from the ALDOT Leadership Academy during the 2018 fiscal year. Former Deputy Director of Administration Lamar Woodham envisioned the Leadership



Alabama Department of Transportation



Leadership Academy Class 01-18



Alabama Department
of Transportation

Leadership Academy
Class 02-18



Alabama Department
of Transportation

Leadership Academy
Class 02-17

Academy during the final few years of his 43-year career. The Academy is designed to motivate participants to seek and acquire leadership attitudes, skills and tools that best fit each participant's personal outlook and job situation.

ALGO Traffic

Algo Traffic continued growing in its role as Alabama's premiere destination for verified traveler information during the 2018 fiscal year. Algo provides access to ALDOT's live camera feeds along with speed, construction, crash, and incident information for all Interstate, U.S. and state highways in Alabama. It also contains information on rest areas and welcome centers, weather information from the National Weather Service, Ferry information for the Dauphin Island/Fort Morgan areas on the coast, and access to view messages displayed on overhead message boards across the state. The app even contains a drive mode that provides alerts as you approach work zones, crashes, incident scenes and other hazards as you navigate to your destination. During the 2018 calendar year Algo traffic accumulated over 9,100 Android downloads, over 21,000 iOS downloads, and experienced over 573,000 website unique users.

ASAP on the Road for Motorist Safety, Minimizing Traffic Congestion

Busy lives interrupted by stopped traffic on the road can lead to more than frustration. So, for the safety of motorists and to keep traffic flowing on interstates, ALDOT expanded its Alabama Service and Assistance Patrol program to Tuscaloosa and Montgomery. The primary responsibility of ASAP is to minimize interstate traffic congestion created by incidents such as crashes, disabled vehicles, work zones, adverse weather events and planned special events. For motorists stranded by these events, ASAP drivers assist motorists with getting to a safe location off the road. In 2016 in Alabama, 13 percent of all interstate highway deaths were people standing or walking in the roadway or on the shoulder. For the safety of ASAP operators, changes were made in 2018 to the “Move Over” law to require drivers to move over a lane or slow down when passing an ASAP vehicle. ASAP is on the scene to help when there are vehicle crashes, icy roads or when stalled vehicles, debris or some other obstruction prevents the normal flow of traffic on the interstate. For every seven minutes a lane is blocked, we are subject to a mile of backup. Once the lane is cleared, it takes an average of four minutes per mile to return to normal speeds. The ASAP program started in Birmingham in 1997 and was later introduced in Mobile. ASAP operators drive along the interstates near Birmingham, Mobile, Tuscaloosa and Montgomery looking for stranded motorists, stalled vehicles and other issues that could create traffic congestion or safety issues. ASAP vehicles are pick-up trucks with ASAP and ALDOT logos on the doors and emergency lights along the top of the truck. ASAP trucks are outfitted with traffic cones, push bumpers and other special equipment. Based on the type of issue, ASAP may provide services or call for assistance. Services provided by ALDOT are at no cost to the motorist.



Drive Safe Alabama Update

Alabama had the nation’s second largest reduction in fatal motor vehicle crashes in calendar year 2017, and the downward trend continued in 2018. Through the Drive Safe Alabama public information campaign, ALDOT reached millions of people across the state to



Seatbelt TV Ad



Distracted Driving TV Ad

continue creating a culture where drivers put safety first. New public service announcements focused on seat belt use and distracted driving were developed and aired on television stations statewide. Seat belt safety was also the focus of a new PSA featuring the state's most recognizable college mascots, Big Al from the University of Alabama and Aubie from Auburn University. Through television and social media, these mascots made more than two million impressions on Alabamians with their buckle up for safety message. Increasing digital, billboard and social media advertising and online engagement helped take the Drive Safe Alabama message to more of the state's most vulnerable road users: teenagers. Outreach to teenagers also included participating in high school programs and state sporting events.

REGIONS

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



NORTH REGION

The North Region completed a significant capacity project in Huntsville in 2018. All major work items for the second and final phase of the South Memorial Parkway improvements project were complete, and all lanes opened to traffic in early August, ten months ahead of the deadline for completion. Joint venture contractors Reed Contracting, and Miller and Miller Inc. began work in December 2015 on the \$53.9-million project to convert about 1.5 miles of U.S. 231/Alabama 53 to a four-lane expressway with two-lane frontage roads in each direction. Phase 1, completed in August 2017, included construction of the service roads and replacement of the Martin Road bridge over U.S. 231, as well as the expansion of Martin Road, a major entrance for Redstone Arsenal, from two lanes to four lanes. Phase 2 included construction of the mainline and two overpasses on U.S. 231. The project, part of a joint-funding agreement with the City of Huntsville, added the missing link to a 9.5-mile expressway through the city.

WEST CENTRAL REGION

The West Central Region continues to work on major projects designed to improve safety, mobility and commerce during fiscal year 2018.

Tuscaloosa County received much of the attention, as the City has grown by 10.9 percent since 2010, making it the fastest growing major-five city in Alabama.

The Lurleen Wallace Boulevard project highlighted the region's efforts to improve capacity on the City's busiest corridor. The project, which began in July, will allow for additional lanes to aid the nearly 72,000 motorists who use it daily.

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

Interstate 20/59 resurfacing in Tuscaloosa also began from near Exit 81 to near Exit 89 and is expected to finish by summer of 2019.

Nearly 18 miles of interstate maintenance resurfacing is currently under construction on I-20/59 in Sumter County to provide a better driving experience for motorists. The projects are expected to finish during 2019.

Interstate 22 received attention in Walker County, as a resurfacing project from near Exit 46 to near Exit 52 progressed. Work also continued on a resurfacing project from near Exit 65 to near Exit 72 continued. Both projects are expected to finish by the end of 2018.

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

Marion County will feature a roadway relocation and bridge replacement on US-43

over North Fork Creek in 2019. The project began in 2017 and will provide motorists easier and safer access south of Hackleburg.

The bridge replacement on US-43 over Deadwater Creek in Fayette County continues to progress, while a seven-mile safety widening and resurfacing project on US-43, from the intersection of Highway 13 to west of County Road 125 is set for competition by the end of 2018.

Much of Interstate 65 in Chilton County is under construction as ALDOT works to enhance travel and safety. The resurfacing project from near Exit 205 to near Exit 211 is expected to finish during the fall of 2018, while more resurfacing continues to develop on I-65 for 21 miles. All resurfacing projects on I-65 are expected to finish by the end of 2019.

Lamar County completed a safety widening and resurfacing project on Highway 18 from the intersection of County Road 49 to the Fayette County line.

A resurfacing project in Hale County on Highway 61 from the Perry County line to the Newbern City line began in late summer and is expected to finish by the end of 2018.

Roundabout construction at the Highway 5 and County Road 58 intersection in Bibb County continues to progress and is expected for completion by early 2019.

EAST CENTRAL REGION

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

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

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

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

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

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

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

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

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

Phase 2 included fourteen new bridges, two bridge removals, seven bridge widenings with sixteen retaining walls. Phase 2 also involves work items for grade, drain, base, pave, striping, signals and lighting. This work is now nearing completion and has cost approximately \$232,290,313.

Phase 3 will replace the Central District Bridges (CBD) with new segmental bridges. This allows for faster construction time, and reduces noise and vibrations associated with the traffic flow once completed. This will include replacing the structures just east at the Carraway Blvd. and Red Mountain Expressway Interchange (US 31) at a cost of just under \$475 million. This project is expected to be completed by the end of the calendar year 2020.

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

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

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

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

SOUTHEAST REGION

The Southeast Region's primary effort during the 2018 Fiscal Year was preserving our current transportation assets while remaining true to the ALDOT mission to provide a safe, efficient, environmentally sound transportation network.

To preserve our current infrastructure the Southeast Region awarded a total of 31 projects dedicated to resurfacing and pavement preservation. These projects totaled approximately \$71 million and spanned a little over 226 miles.

While the primary focus was maintaining and preserving our current infrastructure the Region also started a project on the Eastern Boulevard in Montgomery to move traffic more efficiently. In addition to improvements on Eastern Boulevard, the Interstate 85 corridor from Eastern Boulevard to Taylor Road is being resurfaced and a right turn lane will be added to the Taylor Road exit on Interstate 85 North.

Montgomery saw the launch of ALDOT's Alabama Service and Assistance Patrol (ASAP) program. The focus of ASAP is to minimize interstate traffic congestion and assist motorists with getting to a safe location off the roadside. In 2016 in Alabama, 13 percent of all interstate highway deaths were people standing or walking in the roadway or on the shoulder.

In the beginning the program had one truck and driver and covered 22 miles of Interstate 65 and 22 miles of Interstate 85 through Montgomery. The program quickly expanded to two trucks and two drivers and extended the coverage area on Interstate 85. During Auburn home football games ASAP covered Interstate 85 from the Interstate 65 interchange to exit 57 in Auburn until at least two hours after the game ended.

From the official launch in the beginning of April until the end of the Fiscal Year, ASAP responded to 1,402 events ranging from abandoned vehicles to traffic control.

SOUTHWEST REGION

In 2018, the Mobile River Bridge and Bayway project had many accomplishments. Most notably, ALDOT launched the project website, submitted the Supplemental Draft Environmental Impact Statement, and selected the three teams moving forward in a process through which one team will be chosen to build and maintain the project.

This fiscal year's success started in November 2017 when four teams responded to the Request for Proposals for the Mobile River Bridge and Bayway Project. The RFP was released in September 2017. ALDOT reviewed each team's Submittals of Qualifications and announced the shortlisted teams moving forward in the process. Those teams are: I-10 Mobility Partners, Gulf Coast Connectors and Mobile River Bridge Group.

During the summer, ALDOT launched the project website which provides the public with project updates as well as an avenue through which contractors can get connected with subcontracting opportunities. The public may also use this website to contact project personnel with questions.

In June, ALDOT held two community meetings for Texas St. and Africatown. These communities viewed a project presentation and maps. They were able to discuss

their questions and opinions with project engineers. ALDOT also held a Utility Forum which provided concessionaires the opportunity to meet with local utility groups

In September, the MRB team submitted the Supplemental Draft Environmental Impact Statement to the Federal Highway Administration (FHWA). This key step in the project's process provides the FHWA with information on potential impacts and proposed mitigation. Moving forward as part of the Environmental Process, two public hearings will be held. Following those hearings, the FHWA will issue a combined Final Environmental Impact Statement/Record of Decision, which allows for ALDOT to release the final RFP to the three shortlisted teams.

In October the Alabama Department of Transportation's DBE/Supportive Services, in partnership with Tuskegee University, hosted a Disadvantaged Business Enterprise and Interested Contractors Forum in which attendees learned about the Mobile River Bridge and Bayway project and met the proposing teams to gain an understanding of the business opportunities associated with the project.

In December, the Mobile River Bridge and Bayway project team met with the Build America Bureau in December to provide a project update and discuss funding opportunities for the project.

The project's ongoing work includes archaeology work, property acquisition, one-on-one meetings held with shortlisted teams, and presentations to community groups.

ALDOT Southwest Region Resurfacing Report 2018

2018 Resurfacing

Interstate Total Lane Miles: 86.308 Contract Total: \$33,109,095.72

Non-Interstate Total Lane Miles: 188.08 Contract Total: \$20,901,264.00

Thus far, we have \$12.4 million dollars of contracted resurfacing for 2019.

ADMINISTRATION & BUREAUS

ADMINISTRATION

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

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

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

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

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

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

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

The Deputy Director of Administration manages a variety of functions throughout ALDOT. He directs the activities of the Aeronautics, Air Transportation, Compliance and Business Opportunities, Media and Community Relations, Personnel, and Training Bureaus. In addition Special Counsel reports to the Deputy Director of Administration.

The Chief Engineer serves at the pleasure of the Transportation Director.

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

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

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

AERONAUTICS BUREAU

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

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

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

The ADF receives revenues generated by the state excise tax on the sale of aviation and jet fuels. The excise tax imposed on these fuels is the sole revenue source provided by the State of Alabama for the bureau's airport improvement program and its operating budget. During the 2018 fiscal year, the tax for aviation fuel was .095 cents per gallon and the jet fuel rate was .035 cent per gallon. The State collected aviation and jet fuel tax receipts of \$2,314,638.54 for the year. Adjustments, administrative expenses, and refunds to fuel suppliers and commercial air carriers totaled \$338,713.32 resulting in a net disbursement of \$1,975,925.22 to the Aeronautics Bureau. The total fuel tax collected for 2018 increased by \$217,023.38, and the amount distributed to the Aeronautics Bureau (after reductions for adjustments, administrative expenses, and refunds) resulted in an increase of \$231,721.72 when compared to the previous year.

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

World War II, the Federal government transferred ownership of a small number of primary and auxiliary airfields to the Alabama Aeronautics Department. Currently, ALDOT owns and operates St. Elmo Airport located in south Mobile County. In addition, ALDOT continues to own two former auxiliary airfields in Lawrence County that no longer serve as airports. ALDOT leases these two sites for agricultural purposes. At the end of fiscal year 2018, the SMFF had a principal balance of approximately \$6.6 million invested in various interest yielding instruments. Interest earned this fiscal year amounted to \$89,881. The interest generated by ALDOT's investment portfolio is available to capital improvement project grants made to airports that qualify for this money. To qualify for a grant from the SMFF, the airport and its proposed project must meet criteria set by the Federal Aviation Administration (FAA). Because the derived principal and interest of this fund comes from former Federal property, the spending of these funds must comply with strict requirements prescribed by the FAA.

The Bureau of Aeronautics provides state matching funds to the State's publicly owned, public use airports for planning and capital improvements to their airfield facilities. Its staff works closely with the cities, counties, and local airport authorities that operate the State's 74 general aviation airports and six commercial service airports to plan and fund capital improvements for their facilities. During fiscal year 2018, ALDOT approved grants to 47 different airports from both the Airport Development Fund and the

Surplus Military Fields Fund. Awarded grants amounting to \$2,672,534 were for airport capital improvement projects from both funds primarily for matching federal funds for airports through the FAA Airport Improvement Program (AIP). Under the current federal AIP, the FAA will fund 90% of an eligible airport improvement project and the local airport owner is responsible for the remaining ten percent (10%) match. In turn, the local airport owner can request a state matching grant for one half of its matching obligation, or five percent (5%) of the total project cost.

During the 2018 fiscal year, the FAA issued a total of \$49.5 million in grants to airports within the state of Alabama. The combined federal and state funds contributed to a variety of airport improvements, including land acquisition for safety compliance, runway extensions, runway resurfacing projects, runway or taxiway lighting projects and the construction of hangars or airport terminal buildings.

AIR TRANSPORTATION BUREAU

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

BRIDGE BUREAU

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

that are structurally deficient or functionally obsolete.

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

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

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

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

During this reporting period, a total of 53 bridges were let to contract at a total cost of \$60,893,442.66. This represents a total of 452,880 square feet of bridge at an average cost of \$134.46 per square foot.

BUREAU OF OFFICE ENGINEER

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

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

The Bureau is responsible for developing and maintaining the Comprehensive Project Management System (CPMS), a client server-based project, program and financial-aid management system. It supports ALDOT's construction program by tracking project data and status from inception to completion that includes details of project financing and project scheduling. It prepares and submits the Statewide Transportation Improvement Program (STIP) required by FHWA as well as the Five-Year Plan required by the Joint Transportation Committee. It provides project information on maps and reports and conducts/oversees planning studies.

The Bureau is responsible for developing and maintaining the Annual State Planning and Research (SPR) program and manages the balances of pooled research funding to and from other states. In addition, it coordinates ALDOT's federal-aid program with FHWA and maintains status records of the various classes of federal-aid highway funds and obligation authority apportioned and allocated to Alabama.

During the fiscal year, there were 13 lettings with 305 contracts awarded totaling \$812,306,118.09.

COMPLIANCE AND BUSINESS OPPORTUNITIES BUREAU

The primary functions of the Compliance and Business Opportunity Bureau is to ensure regulatory compliance of federally mandated Civil Rights Programs that promote nondiscrimination in the workplace, construction projects, and programs administered by ALDOT. To achieve this objective, the Bureau is composed of four (4) operational sections: (1) Administration, (2) Internal Programs, (3) External Programs, and (4) Disadvantaged Business Enterprises (DBE) Section. The Bureau has the responsibility of monitoring the expenditure of over approximately 1.2 million dollars in state and federal funds. The following activities were achieved by the respective sections, during the reporting period of October 1, 2017 through September 30, 2018.

Disadvantage Business Enterprises (DBE) Section

The DBE Section is comprised of three (3) primary program functions: DBE Certification; DBE Supportive Service; and the Small Business Element (SBE). Additionally, the ALDOT DBE program is mandated to administer a Uniform Certification Program. The program's primary objective is the collaboration of DBE Certification activities with various modal of transportation, i.e., Birmingham Airport Authority, The Huntsville Madison County Airport Authority, The Alabama State Port Authority and the WAVE Transit System.

The ALDOT, DBE Program has five hundred and three (503) certified firms within its directory. During this reporting period, the DBE Section received one hundred (100) applications for certification; fifty-five (55) firms were certified; twelve (12) firms were denied certification; three (3) firms appealed to USDOT; one (1) denial was upheld by USDOT and two (2) firms denials are pending the decision from USDOT.

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

ALDOT has established contractual agreements with five (5) universities to provide direct assistance to DBE firms: Alabama A & M University, Tuskegee University, University of West Alabama, and The Alabama University of Birmingham (UAB), and Huntsville (UAH). The DBE/SS programs provides training for various levels of DBE operational proficiency. Additionally, the program operates a Mentor/Protege' element for advance DBE training.

The DBE Program collaborates with the Small Business Administration's, Small Business Development Centers through the state. The collaboration allows for the coordination of services to the verified (should this be verified?) DBE's within both date bases directories.

Internal Programs

The Internal Programs Section consists of three programs: Internal EEO/Affirmative Action, Youth Transportation Workforce Development (YTWD), and the National Summer Transportation Institute (NSTI). The overall purpose of this section is to develop,

implement, analyze/monitor activities and submit reports for the respective programs.

Submission of the Affirmative Action Plan (AAP) Update was postponed by the Federal Highway Administration (FHWA) as of October 31, 2017. ALDOT will continue to analyze and monitor its employment practices and actions. ALDOT has 4,323 full-time employees as of September 30, 2018.

The YTWD Program is an annual state-funded program. The YTWD Program has two objectives: The youth transportation segment of the program is designed to expose high school students to career opportunities that exist in the transportation industry. The workforce development segment is an internship program which enables college students the opportunity to gain experience in transportation-related careers that link to their specialized program of study. The University of Alabama at Birmingham (UAB) implements the program for ALDOT. During the 2017-2018 contract period, over 150 high school students completed the program and 10 college students were placed in internships at ALDOT.

The NSTI Program is a federally-funded program that seeks to improve Science, Technology and Math (STEM) skills and expose middle and high school students to transportation-related careers. The Internal Programs Section monitors the overall implementation of the program. FHWA did not allocate funds for the NSTI Program in 2018. However, FHWA plans to fund the program in 2019.

External Programs

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

During 2017-2018, the following accomplishments were achieved:

- Annual Contractor Compliance is the equal employment program update that addresses Contractor Compliance and compiled in a prescribed FHWA format. The 2018 Update was submitted to the Federal Highway Administration (FHWA) and approved.
- Annual Contract Compliance Reviews Plan and Schedule was completed for 2018.

Accomplishment: 9 reviews to date.

- Annual PR 1392 Report is a summation of the PR 1391s reported by all active contractors and subcontractors exceeding \$10,000.00 during the month of July.
- Accomplishments: A total of 228 projects, a workforce of 4,046 and a total of \$1,149,413,627.

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

Accomplishments for the OJT 2017 program year are: 49 enrollees (47 males, 2 females) and 35 graduates (34 males, 1 female)

On-the-Job Training Supportive Services Program is allocated FHWA funds to increase the effectiveness of approved training programs. The FY 16/17 OJTSS Pilot Equipment

Operator Training Program Service Provider recruited, enrolled and graduated a total of 18 participants. This program allocation was \$135,611.00. In 2017, FHWA allocated funding of \$113,816.21 and subsequently approved the FY17 OJTSS ALDOT Pre-Apprentice Training Program. The focus of the program would be to provide a career path by training eight (8) disadvantaged individuals, minorities, women and veterans that will aid in the pursuit of gainful employment in the State of Alabama.

FHWA Title VI Program is a system of requirements developed to implement Title VI of the 1964 Civil Rights Act as amended that prohibit discrimination on the grounds of race, color sex, or national origin in programs receiving Federal financial assistance.

FHWA Title VI Policy is to develop a program to conduct Title VI reviews of program areas. During 2017-2018 fiscal year.

Title VI Accomplishments were;

- Monitored 14 state wide Public Involvement Meetings;
- Monitored 14 Metropolitan Planning (MPO) and Regional Planning Organizations (RPO);
- Reviewed 43 consultant contracts and supplemental agreements;
- Conducted one (1) Title VI on site Compliance Review;
- Conducted thirty (30) Title VI reviews: 7 Bureau on site Reviews, 9 Desk Audits of Area Offices;
- 14 MPO Desk Audit Reviews;
- Participated in FHWA Resource Center Training and
- Participated in two (2) webinars conducted by FHWA

COMPUTER SERVICES BUREAU

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

The Computer Services Bureau accomplished several infrastructure and cybersecurity improvements in 2018. Network bandwidth continued to be increased in areas where needed to support resource intensive projects and to ensure that optimum performance and response times are available to users. Next-generation security appliances and software were implemented for increased security measures so that end-user devices are better protected from malware and vulnerabilities, unwanted outside intrusions are detected, only legitimate non-malicious emails are accepted into our environment for consumption by the users, and abnormal behavior by users across the network is detected. Public WI-FI capability was installed in all Alabama Welcome Centers and Rest Areas for use by the travelling public. ALDOT's network has been extended to now include resources in the Microsoft Azure Government Cloud. A mobile device management solution is now used to

allow remote management of ALDOT's smartphone, tablet and laptop devices so that lost, stolen, and abandoned devices can be found and restored to a useful condition. Identity management software was put in place to automate the on-boarding and off-boarding of employees within the ALDOT network environment. ALDOT fuel pumps are now network enabled for better functionality and easier reporting. All domain controller servers were replaced and secured with the latest technology available. An automated update process was put in place to ensure all servers on ALDOT's network contain the most recent security updates. The database management systems employed at ALDOT were brought up to the latest versions available. A new server architecture was put in place to assist the Unmanned Aerial Vehicle (UAV) team with rendering projects using data captured from UAV operations. This new hardware improved performance by drastically decreasing processing time from six days to 12 hours.

The department's legacy off-the-shelf construction and materials software system was decommissioned and replaced with a modern web-based application, CAMMS - Construction and Materials Management System. CAMMS was developed by ALDOT resources to meet specific ALDOT business requirements thus eliminating expensive licensing and customization fees. A new and enhanced web version of the Surplus Property application was developed to add new functionality and incorporate mobile device use. Sign Shop managers and workers now have a modernized system that has streamlined their operations and improved turnaround time on sign projects. By implementing several eGIS applications which assimilated data from various other ALDOT systems people became more aware of the discrepancies in ALDOT's data. This helped to bring about changes in business practices that resulted in data owners focusing more on the integrity of data that is being disseminated to users. A more trustworthy GIS data environment has been created, which instills confidence in data users and reduces data redundancy due to elimination of data duplication.

CONSTRUCTION BUREAU

The Construction Bureau furnishes technical advice to the Regions and lends assistance to them in the resolution of construction issues and other matters related to administration of construction contracts. Also, it approves or authorizes approval authority to the Regions for the processing of supplemental agreements, force accounts, and time extensions.

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

The Bureau updates ALDOT's Standard Specifications and Special Provisions for Contract Proposals and publishes and maintains the ALDOT Construction Manual. Late in the fiscal year, the Bureau assumed responsibility of ALDOT's master list of Unique Pay Items from the Quality Control Bureau, which has held this responsibility for decades. Due to the direct relationship between each pay item and a specific section in the Standard Specifications for Highway Construction or its applicable special provisions and the fact that both the Pay Item and (Specifications) Provisions Module are fully functional in CAMMS, the Department determined that it would be more efficient if the responsibility for Pay Items moved to the Construction Bureau. This change allows the Specifications Engineer to handle the day-to-day duties for both and make the necessary connections in

CAMMS between them. It will mean a more accurate and updated list of pay items and as well as more efficient work flow for designers, estimators, and construction personnel.

In addition, the Bureau processes contractor Notices of Intent and Claims in accordance with Article 110 of the Standard Specifications for Highway Construction. It also administers the contractual requirements of ALDOT's Disadvantaged Business Enterprise (DBE) Program through its oversight of any DBE-related issues arising from the time of the project letting through the final acceptance of the project.

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

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

During the last year, the e-Construction section continued to provide support and leadership in construction technology that includes ALDOT's construction management system, CAMMS. CAMMS is now the only means of documenting construction and testing activities since SiteManager, which was still being used for materials records such as samples and test results, was retired on July 1st with the successful implementation of the Materials Module in CAMMS.

Overall, the e-Construction section is responsible for the implementation and maintenance of technologies to transition the Department to paperless construction. Implementation initiatives have been established including providing tablets for project inspectors, document management (including e-submittals), document retention, e-forms, e-plans, e-publications (including a revised Construction Manual), e-signatures, e-ticketing, 3D modeling, bar codes/RFID tags for materials/samples, UAV usage for inspection and observation, and system coordination for all these technologies. To date, 274 iPads have been procured by the Bureau and provided to project personnel to aide in using CAMMS and these initiatives. Initial surveys indicate that personnel are saving at least 30 minutes per day in paperwork and data entry at the office. In addition, 4 pilot projects are underway for a document management system, and 4 others utilized e-ticketing. The Department also participated in peer exchanges with Pennsylvania and Colorado about their e-Construction efforts and technologies considered and implemented.

With the recognition that construction duties and activities often place inspectors in harm's way, the safety of these workers is of vital importance to the Department. In an effort to protect these workers, the Construction Bureau assisted in the administration of safety awareness training on a state-wide basis in 2018. The training was made available not only for construction inspectors, but also maintenance workers and any other employees whose duties require them to work alongside roadways or around power equipment. Approximately 2,200 workers participated in a four (4) hour class that included topics such as internal traffic control plans, equipment blind spots, and how to avoid run over/back over type accidents. The training, titled Roadway Safety Plus, was made available through ARTBA (the American Road and Transportation Builders Association) and was funded by grants from the FHWA and OSHA. The ARTBA training materials will continue to be used by the Department to further emphasize the need for safety awareness among its employees.

DESIGN BUREAU

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

Administration

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

Preliminary Engineering Division:

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

Location Section

The Location Section consists of 40 employees with 14 in office and 26 statewide survey crew. The section is responsible for Engineering of Corridor Studies, Bridge Replacement Studies, FAA clearance, traffic studies, and reviews toll studies. The section also performs statewide surveys, reviews consultant surveys, maintains photography, lidar, and mapping, and maintains the CORS network.

Location has 8 active corridor studies which we provide design of preliminary alternatives, ROW limits, cost estimates, traffic analysis, and alternatives comparison. This year, cost estimates were performed for 30 projects, including 12 special projects. Special projects require preliminary alternatives development, traffic analysis, and cost comparison estimations. Location reviewed 2 consultant IMS documents. We have 7 active bridge replacement projects and provided FAA clearance for 12 projects.

Location Survey collected survey for 33 separate projects and marked over a hundred boring locations for soil studies on multiple projects. GPS Control crew set control for 19 projects to be collected by our Statewide crews as well as consultants. 173 Control Panel points were established for 33 miles of interstate for mobile scan projects. 10 Miles of 2nd order leveling involving NGS monuments to improve ALDOT GPS network, 50 survey monuments were observed for Vertical Adjustment, and 26 monuments were observed for the FBN Adjustment.

The Location Section maintains Digital Information Cooperative Agreements with all 67 counties in the state. This allows for not just Design Bureau, but all of ALDOT as well as other State and Federal agencies to have access to the most up to date Orthophotography, Lidar, and Mapping. This year, we produced 47 requested data sets for photography and parcel data, as well as 51 Lidar requests. High precision mobile scans were also produced

for 4 projects. CORS (Continuously Operating Reference Station) network has 52 sites across the state in which 101 users were added this year to bring the total to 709 users.

Environmental Technical Section

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

The Environmental Technical Section currently employs 20 people to complete in-house and consultant developed documentation. The Section contains a wide variety of personnel that includes graduate and professional engineers, biologists, archaeologists, and architectural historians.

During the 2018 fiscal year, it prepared and obtained approval for 19 Categorical Exclusions (CE). Currently the ETS is managing five (5) Environmental Assessments (EA) and One (1) Supplemental Environmental Impact Statement (EIS) that are active statewide. In addition, it updated 84 previously approved environmental documents and prepared two (2) Section 4(f) Statements. The Section updated the streamlined PCE process and provided training to the Regions that resulted in the completion of 290 Programmatic Categorical Exclusions (PCE) for routine statewide projects. In cooperation with FHWA, an updated CE and new EA template was implemented that is consistent with the PCE template and process. As a result, all CE and EA documents are submitted electronically for review and approval.

Stormwater Section

The Bureau's Stormwater Section consists of five (5) employees and manages the implementation of the National Pollutant Discharge Elimination System (NPDES) as passed by Congress under the Clean Water Act (CWA) of 1987. Under the NPDES, ALDOT is required to seek coverage under the Alabama Department of Environmental Management's (ADEM) Construction General Permit (CGP). In addition to acquiring, processing, and reporting under the CGP, the Section provides guidance on erosion and sediment control design at the policy and project level.

ADEM issued the current CGP on March 29, 2016, and it expires March 31, 2021. The permit requires that all project's disturbing more than one acre of land register under the CGP with a Notice of Intent (NOI). During the past fiscal year, the section processed 55 new NOIs. Upon completion of a project with the disturbed ground stabilized, the project must be terminated and closed out. This fiscal year the section processed 67 terminations.

As part of the plan development process, the Section reviewed 137 plan assemblies during Plan-In-Hand, Plans Specifications & Estimates, and Final Quality Control plan reviews. The group also provided design and analysis of pre and post construction hydraulic designs in the development of detention/retention ponds, bio-swales, infiltration ditches and other post construction elements to reduce water flow volumes and velocities leaving the Department's rights-of-ways.

Final Design Division

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

Roadway Design Section

The Roadway Design Sections have 30 employees and consists of two functional areas: Six (6) Design Teams develop roadway plans and the Hydraulic Support Group designs and reviews hydraulic drainage systems.

The Design Teams prepare plans that include grade, drain, bridge, bridge replacement, interchange modifications, base and pave and resurfacing projects. Current projects of note include the State systems' first roundabout and diverging diamond interchange projects. Through the plan development process, personnel from the Teams attend public involvement meetings and plan reviews. In the 2017 fiscal year there were 40 projects in the development process. Seven (7) projects were bid for construction totaling \$53.6 million. The projects include one (1) - 4 miles of capacity construction, one (1) interchange modification (diverging diamond), three (3) roundabouts, and two (2) bridge replacements.

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

Design Services Section

The Design Services Section employs 21 persons of various classifications and is comprised of 6 separate groups: Contract Management, Project Management, CADD Support, Standard Drawings, Systems Operations, and Visualization. The administrative support portion of this group is comprised of four (4) employees.

The Contract Management Group has three (3) employees and is responsible for preparing consultant agreements, negotiating fees, executing consultant contracts, handling approvals of consultant purchase orders, maintaining the consultant pre-qualification and on-call services lists, and coordinating activities and/or submittals to the Legislative Oversight Committee, Consultant Selection Committee, and Fee Judging Committee. In fiscal year 2018, the Section executed 76 consultant contracts totaling \$101.7 million

The Project Management Group had one (1) employee who manages and reviews preliminary and final roadway plans and is responsible for the review and evaluation of highway capacity and interchange justification studies prepared by consultants. The Group supervised over 50 consultant projects with a total estimated construction cost of over \$3 billion. Two (2) of these projects were let to contract at a total low-bid construction cost of over \$11 million.

The CADD Support Group has three (3) employees who provide training and support to employees directly and indirectly involved in the production of roadway plan assemblies. The training provided is classroom based for applicable software, ALDOT design procedures and project assistance training. During the past year, the Group developed the resources needed to convert ALDOT and Consultant design efforts from the MicroStation / InRoads platforms to OpenRoads Designer platform.

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

The System Operations Group has seven (7) employees who are responsible for technical support, design software and hardware maintenance contract negotiations and licenses for the Design Bureau and Regions. It supports plotting and printing standards for statewide plan production. The group administers inventory control for the Bureau.

The Visualization Group has two (2) employees who generate computer renderings

and animations of proposed roadways and bridges that aid in project development, public hearings, and right of way negotiations. The group continues to work to find new and innovative ways to enable ALDOT to communicate conceptual designs with 3D technologies, utilizing 3D models for clash detection to eliminate/minimize construction conflicts prior to project bidding.

Traffic Design Division

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

Traffic Design Section

The Traffic Design Section currently has seven (7) employees and is composed of four groups: Traffic Signal System Design group, Roadway Lighting System Design group, Intelligent Transportation System (ITS) Design group and the Signing, Striping, Pavement Marking and Traffic Control Plan (TCP) group.

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

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

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

The Signing, Striping, Pavement Marking and Traffic Control Plans (TCP) group is responsible for reviewing signing, pavement marking and delineation, striping, and traffic control in roadway plans involving Federal and/or State funding. These reviews are typically conducted at the Plan-In-Hand Inspection, Plans, Specifications and Estimates (PS&E) Inspection, and Final Back Check plan development phases prior to plans being let to contract. The TCP group is also responsible for establishing, reviewing

and revising many of the Standard and Special drawings for signing, striping, pavement marking and delineation. In addition, the TCP group also establishes, reviews and revises corresponding pay items for Traffic Control, signing, striping, pavement marking and delineation. During the Construction phase, the group is responsible for reviewing and approving proposed construction traffic control changes submitted through the Construction Bureau for active projects.

During this fiscal year, the Traffic Design Section reviewed 130 traffic signal material submittals, 32 roadway lighting material submittals and 39 ITS material submittals. The Section reviewed 44 sets of plans containing traffic signal systems, 19 sets of plans containing roadway lighting systems and 5 sets of plans containing ITS devices. In addition, the Section performed the necessary design for 13 sets of plans containing traffic signal systems, 18 sets of plans containing roadway lighting systems and 6 sets of plans containing ITS devices.

Traffic and Safety Operations Section

The Traffic and Safety Operations Section is composed of six (6) groups with twelve (12) employees: Administration, Safety Management, Safety Engineering, System Safety Preservation, Rail-Highway Safety and Geospatial Safety and Operational Analysis.

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

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

The Safety Engineering group manages the road safety assessment program that involves the rapid review, response and resolution to urgent safety issues identified on the public road system throughout the state. This group conducts statewide highway safety studies of various highway elements to identify effective countermeasures that may be applicable systematically along the state and non-state highway system.

The System Safety Preservation group manages the road safety assessment program for roadway improvement projects in conceptual through post-construction stages. In addition, this group is responsible for the implementation of the Highway Safety Manual and Human Factors Guide throughout the department.

The Rail-Highway Safety group manages the Railway-Highway Crossings (Section 130) Program which uses Federal funds provided for the elimination of hazards at railway-highway crossings. The group annually updates and maintains the ALDOT Railroad-Highway Grade Crossing Inventory in coordination with the Federal Railroad Administration. In Alabama, as of this report, there are 2737 public at-grade crossings and 49% of those crossings are equipped with active warning devices (signals, bells, and/or gates). During FY 2017-2018 there were seventeen (17) Section 130 projects funded at a cost of \$4.21 million. During the design and construction phases of other (non-

Section 130) highway projects, this group also manages the coordination between the Department and affected railroads. When the Department is required to pay a railroad for flaggers/observers used during the construction of a Department project, this group manages those payments. The Rail-Highway Safety group maintains the State Rail Plan and Alabama Rail Directory. The group is a member of, and supports, the Alabama Division of Operation Lifesaver.

Safety Planning Section

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

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

Safety Programs	Authorized Projects	Authorized Amount
Safety Outreach: Development of Safety Outreach Campaigns and other Safety Outreach Programs	1	\$2,020,000
Integration of Crash Records with Roadway, Bridge, Pavement, and Traffic Data & Analysis of Off-Road and Median Cross-Over Crashes and Highway Control (Link-Node)	1	\$465,000
Integration of Regional Highway Safety Corridors into the Strategic Highway Safety Plan	1	\$350,000
Integration of Specific Targeted Sub-groups into the Strategic Highway Safety Plan	1	\$350,000

EQUIPMENT, PROCUREMENT AND SERVICES BUREAU

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

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

During fiscal year 2018, in STAARS the Procurement Section received and processed 4,078 DOOs and 1,774 POOs for materials, supplies, equipment and services for ALDOT's operation, representing a spend of approximately \$264 million. Additionally, the Procurement Office created 30 MA (ALDOT Agency contracts), 346 RQMs and 342 MAOP1 (ALDOT Open End MAs to include LDOs) for a total sum of 6,570 STAARS requisitions. Also, received and processed 13,029 CPMS requisitions for materials, supplies, equipment and services for ALDOT's operation, representing a spend of approximately \$49.4 million.

FINANCE AND AUDITS BUREAU

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

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

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

The Finance and Audits Bureau manages the investment of Public Road and Bridge Appropriated Industrial Access funds as well as Surplus Military Field Fund investments. These combined investments earned \$956,937.67 in fiscal year 2018 .

The External Audit Section performs its functions under the direction of the Director of Finance and Audits and is responsible for conducting the external audit functions of the Bureau. The total costs recovered or saved during the year for all types of audits was \$351,696.68. FHWA financial management personnel and auditors of the Office of Inspector General, and the US Department of Transportation, assume a review function.

The Internal Audit Section, working under the direction of the Director of Finance and Audits, audits the internal operations of ALDOT. This involves evaluating and analyzing

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

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

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

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

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

INNOVATIVE PROGRAMS BUREAU

The Innovative Programs Bureau directs the activities of the Alabama Transportation Rehabilitation and

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

The purpose of ATRIP and RAMP, which was created in 2012, is to rehabilitate and improve transportation infrastructure through accelerated delivery of project funding. The goal of both programs is to address critical needs projects to rehabilitate and improve in place facilities, and in some cases, provide new facilities, at locations throughout the state. The programs focus is on essential needs relating to roads and bridges. Through fiscal year 2018, 837 projects, including 241 bridges, utilizing some portion of ATRIP and RAMP funds have been addressed at an approximate total cost of \$1,112,000,000.00.

The Alabama Legislature created the Alabama Industrial Access Road and Bridge Corporation in 1985. The initial act created funding for the corporation through the sale of bonds. The Alabama Legislature changed the method of funding in 1996 to an

annual appropriation of \$11,000,000.00 from the State Public Road and Bridge fund. The intent of IA funds is to provide adequate public access to new or expanding distribution, manufacturing and industrial firms. These funds are not intended for use in providing access to retail operations, recreation facilities or other operations not engaged in the production of goods and/or services.

LEGAL BUREAU

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

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

LOCAL TRANSPORTATION BUREAU

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

Operations

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

The programs that the Operations Section oversees include: the management and inspection of local bridges in accordance with the National Bridge Inspection Standards (NBIS), the management and inspection of local roadways in accordance with the Local

Public Agency Roadway Maintenance Certification Policy, the Emergency Bridge Inspection Team (EBIT), and the Emergency Relief Program.

During the 2018 fiscal year, there were no events that qualified for Emergency Relief funding.

Planning

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

In 2018 Local Transportation Bureau administered \$4,046,284 in FHWA funds to assist the 14 MPO's and \$564,000 in FHWA funds to assist the 12 RPO's in their transportation planning efforts.

Pre-Construction

The Pre-Construction Section of the Local Transportation Bureau manages Local Public Agency (LPA) Projects utilizing Federal Aid Funds from project initiation to project letting. The section aids the LPA in acquiring required environmental clearances by acting as a liaison between various review agencies and corresponds with the LPA accordingly. Plan and supporting documentation reviews are conducted to ensure that projects are constructed effectively. The section then acts as a liaison for the LPA by transmitting project plans to the Construction Bureau for review and to the Office Engineer Bureau for final letting.

During the 2018 fiscal year, the Local Transportation Bureau assisted the counties with the widening and/or resurfacing of 230 miles of roads, at an approximate cost of \$41,689,887 and the construction of 5 county bridges, at an approximate cost \$2,751,778.

Transit

The Transit Section administers FTA funds to 30 rural, 178 specialized, and 7 small urban transportation programs throughout the State. These funds assist transit providers in the administration, operation, maintenance, and the purchase of capital assets for the services they provide. The Federal Transit Administration (FTA) provides funding for these programs under 49 USC 5307, 49 USC 5310, 49 USC 5311, and 49 USC 5339. All federal funds provided by FTA are administered in accordance with funding eligibility requirements established by the Alabama Department of Transportation (ALDOT). The Transit Section is responsible for assuring that expenditures and services comply with the applicable state and federal requirements.

During the 2018 fiscal year the Transit Section expenditures included: \$1,400,504 in FTA funds to assist the Specialized Transportation Programs (5310/5317), \$15,972,051 in FTA funds to assist the Rural Transportation Program (5311), \$381,138 in FTA funds to assist the Job Access Program (5316), \$4,213,602 in FTA funds to assist the Small Urban Transportation Program (5307), and \$405,136 in FTA funds to assist the Bus and Bus Facilities Program (5339).

Transportation Alternatives

The Transportation Alternatives Section administers the Transportation Alternatives Set-Aside Program (TA) in accordance with the FAST Act 1109; 23 U.S.C 133(H). This program provides funding for the planning, design, and construction of alternative forms of non-motorized transportation. Eligible projects include sidewalks, bicycle infrastructure, safety related infrastructure, transportation related community improvement projects, as well as projects to achieve compliance with the Americans with Disabilities Act of 1990.

For the 2018 fiscal year, the Transportation Alternatives Section awarded 25 TA projects for a total of \$10,640,325.

County Transportation Bureau

On October 17, 2017 the County Transportation Bureau was renamed the Local Transportation Bureau to reflect its greater role and mission. The County Transportation Bureau serves as liaison for the Department with the 67 counties of the State of Alabama. When using Federal or States funds, the Bureau assists county governments with design, construction, and maintenance of county roads and bridges. The county transportation system expanded during the *Farm-to-Market Road Program*, which began in 1944. Since the implementation of this program, counties have constructed or resurfaced over 24,302.0 miles of roads and constructed 3,487 bridge structures utilizing Federal, State and County funds.

MAINTENANCE BUREAU

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

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

serves as the primary liaison between ALDOT and the Alabama Emergency Management Agency and manages the Department's emergency preparation, response and recovery efforts.

The Data Collection and Data Management Group is also a component of the Bureau and accomplishes its goals and operates in cooperation with the Federal Highway Administration (FHWA) through state-matched federal funds allocated by the Federal Aid Highway Acts and includes the following sections:

The GIS & LRS Data Management Section of the Data Collection and Data Management Group assists in the development and implementation of ALDOT's Enterprise Geographic Information System (EGIS), maintains and updates the Linear Referencing System (LRS) and various database applications within the department. The Section also prepares and updates general highway maps of the sixty-seven counties, various state maps, sketches, charts and other items as requested by FHWA, ALDOT regions, bureaus and other agencies. In addition, the Section is responsible for the utilization of Unmanned Aerial Systems to collect aerial surveys of various projects throughout the state to include: surveying projects related to preliminary design, construction of new and relocated routes, rights of ways, and structures to include: bridges, guardrails, buildings; and damaged areas due to inclement weather such as tornadoes, hurricanes and flooding.

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

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

MATERIALS AND TESTS BUREAU

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

The Geotechnical Division consists of three sections: Foundation Investigation; Foundation Design and Construction; and Consultant Administration. The

Geotechnical Division safely and effectively facilitates the geotechnical design, construction, and maintenance of ALDOT's roadway and bridge assets.

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

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

The Pavement Management Section is responsible for the collection of pavement condition data (used in an annual report [PPR], for the Highway Performance Monitoring System [HPMS] submittal, and for Governmental Accounting Standards Board [GASB34] reporting), pavement friction data (used by the Design Bureau, Safety Planning Section), and falling weight deflectometer data (used by Area Materials Engineers to determine structural adequacy for resurfacing candidates).

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

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

MEDIA AND COMMUNITY RELATIONS BUREAU

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

PERSONNEL BUREAU

The Personnel Bureau provides Human Resource functions and services to ALDOT. The Bureau's organization consists of the Administrative, Personnel Transactions, Employee Relations, and Risk Management sections. The Administrative and Personnel Transactions Section coordinates with the State Personnel Department and the Bureaus and Regions of ALDOT all personnel requests involving hiring, separations, and disciplinary actions. In addition, the Bureau facilitates all appointments, payroll submissions, and related personnel programs. During the past year, this section-maintained employee records and administered personnel procedures for nearly 4388 total employees in 183 different job classifications.

The Bureau's Employee Relations Section provides ALDOT with a qualified applicant pool of candidates for employment consideration within this agency. The Bureau adheres to a diverse workforce. To accomplish the goal of diversity, recruitment is ongoing throughout Alabama. As well, the Employee Relations Section manages and processes ALDOT employees' grievances in accordance with Title VII of the Civil Rights Act of 1964. During the last fiscal year 15 investigations were conducted. The Risk Management Section coordinates with the Department of Finance, Division of Risk Management (DORM) that administers the State Employee Injury and Compensation Trust Fund (SEICTF) Program. The Risk Management section acts as a liaison to expedite all matters relating to needed services for injured employees. It coordinates two significant programs providing safety information assistance to the Regions and Bureaus and the administration of the Drug and Alcohol Testing Program for Commercial Drivers Licensed (CDL) Employees. Another important program Risk Management coordinates is the Health Watch Program. Working with the Alabama Department of Public Health, the Section coordinates the Central Office's Wellness Screenings and influenza immunizations. Relating to other State sanctioned programs, Risk Management coordinates the Central Office's blood drives for the American Red Cross and Life South, Incorporated.

QUALITY CONTROL BUREAU

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

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

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

During this fiscal year, the bureau completed 60 reviews and inspections, 47 final reviews for operational capability and compliance, and 1 value engineering study.

RESEARCH AND DEVELOPMENT BUREAU

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

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

During the 2018 fiscal year, 118 products were submitted for evaluation to the Product Evaluation Board. A total of 83 products were approved by the PEB for addition to the Department's Qualified Products List of the Materials, Sources and Devices with Special Acceptance Requirements (MSDSAR) Manual.

Also, during this fiscal year, 12 research projects received Department approval for research funding. In addition, the Department is the lead state on two active Transportation Pooled-Fund projects and a participant in five Transportation Pooled Fund studies.

RIGHT OF WAY BUREAU

The Right-of-Way Bureau (ROW) acquires property for construction of new highways and to improve existing highways in the State Highway System. The Bureau also directs the relocation of individuals, families, and businesses displaced by these transportation projects. This year, the Bureau acquired 250 tracts of property. Approximately \$39.76 million was spent acquiring properties and \$502,354 for relocation assistance.

Right of way is acquired for projects based on appraisals performed by both staff and contract fee appraisers. Appraisals require technical appraisal reviews for compliance and consistency with both FHWA regulations and the Uniform Standards of Professional Appraisal Practice. The Appraisal Section administers the process based on assignment complexity and approval authority levels within the regions. This fiscal year, approved appraisal contracts totaled \$1.6 million on 25 fee appraiser contracts statewide.

A Property Management Program for real estate acquired is administered within the Bureau. Land and structures leased prior to the construction contract produced revenue amounting to \$227,336. Proceeds of \$681,714 for land leases, oil and gas leases, uneconomic remnants, and excess property on closed projects were credited to US Code Title 23 Funding.

The Right-of-Way Bureau maintains all ALDOT real property inventory records and prepares right-of-way maps, deed descriptions and property sketches, along with directing and reviewing the production of maps generated by Regions and consulting firms. The Bureau maintains the ROW Map Viewer, an online tool that allows all completed ROW maps at a particular location to be retrieved by clicking on that location

of the State map. This tool is available for ALDOT staff and the general public at the following link: <https://aldotgis.dot.state.al.us/rmv/rmv.html>

The Utilities Section is responsible for program standards and policies used in the negotiation of utility relocation agreements and the accommodation of utility facilities on highway rights-of-way for roads on the National Highway System (Interstate, U.S. & State Routes). During the fiscal year, the Utilities Section reviewed and recommended approval of 68 reimbursable utility agreements for approximately \$21.5 million, 21 of the reimbursable utility agreements made the work part of the roadway contract for approximately \$9.7 million. There were also 67 non reimbursable agreements. This section also reviews invoices submitted by utility companies and municipalities to pay for the reimbursable utility relocations. The Section also oversees three (3) Statewide Subsurface Utility Engineering (SUE) Contracts used to obtain highly accurately information on the location and depth of underground utilities. The information is used to help address conflicts in advance of construction and avoid conflicts if possible.

TRAINING BUREAU

The Training Bureau provides opportunities for employees to develop knowledge, skills, and abilities through various training and employee development programs.

The Employee Development Program (EDP) ensures and documents that ALDOT provides equal and fair opportunities for all employees to develop job skills important for career advancement. Through EDP, employees have opportunities to learn how to perform assignments or duties in preparation for examination or promotion in a logical career path. Employees participating in the EDP receive both classroom and on the job (OJT) instruction.

In the engineering training programs, the Bureau administers the Engineering Training Orientation Program (ETOP), Fundamentals of Engineering and Professional Engineering Program (FE/PE),

Professional Civil Engineer Trainee (PCET) and Engineering Assistant (EA) Hands on Rotation.

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

Professional development is fundamental to producing top quality engineering personnel in ALDOT.

Participants learn and develop skills through many transportation engineering related work experiences.

While working in various areas of transportation planning, design, maintenance and construction an ALDOT employee gains first-hand experience.

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

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

current copy of college transcripts with the applications for employment.

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

This fiscal year, 21 professional civil engineering trainees, 30 graduate civil engineers and 52 engineering assistants participated in the rotational training program. Thirty-two employees participated in the Fundamentals of Engineering Review Course and 13 employees participated in the Professional Engineering Review Course.

STATISTICAL SECTION

AIRPORT FUNDING FISCAL YEAR 2018

	Revenue	Expenditure
Airport Development Funding	\$ 21,629,512.81	\$ 19,603,910.91
Surplus Military Funding	\$ 862,391.80	\$ 1,009,563.30

AIRPORT LICENSES

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

ALABAMA DEPARTMENT OF TRANSPORTATION - BRIDGE BUREAU

Summary of Bridge Projects Let to Contract from October 1, 2017 to September 30, 2018 CIP Concrete

COUNTY	PROJECT NO.	DESCRIPTION	DATE LET	NO. OF BRIDGES	TOTAL COST			SQ. FT. TOT. BRIDGE	COST/ SQ. FT.
					BID PRICE	LIN. FT. BRIDGE	AVG. SF \$		
				41	11,825	\$56,651,105.45	423,664	\$133.72	
Chilton	BR-0155(502)	SR185 over CSX RR	11/3/2017	1	\$657,447.81		6034	\$108.96	
Choctaw	ACBR261344-ATRP(008)	CR9 over Clear Cr	11/3/2017	1	\$563,905.37		3360	\$167.83	
Marshall	BR-0205(506)	SR205 over Druum C	11/3/2017	1	\$572,337.50		4106	\$139.39	
DeKalb	BRF-0117(501)	SR117 over W Fork Little River	12/1/2017	1	\$3,540,999.50		6240	\$567.47	
Shelby	NHF-IMF-1085(354)	Widen Br over Peavine/CSX (Median)	12/1/2017	1	\$3,414,991.96		21808	\$156.59	
Shelby	NHF-IMF-1065(354)	Widen Br over Peavine/CSX (SBL)	12/1/2017	1	\$1,336,499.31		6959	\$192.05	
Shelby	NHF-IMF-1065(354)	Widen Br over Peavine/CSX (SBL)	12/1/2017	1	\$1,356,181.04		6959	\$194.88	
Shelby	NHF-IMF-1065(354)	Remove raised median US31 over I-65	12/1/2017	1	\$525,198.95		6248	\$84.06	
Calhoun	ACBR259417-ATRP(010)	Gilberts Ferry Rd over Ohatchee Creek	1/26/2018	1	\$703,432.50		200	\$114.38	
Choctaw	BR-0010(505)	SR110 over Bogue Chitto	1/26/2018	1	\$2,598,925.00		30780	\$84.44	
Marion	ACBR260457-ATRP(012)	Grandview Drive over Williams Creek	1/26/2018	1	\$740,030.18		6152.5	\$120.77	
Mobile	NHF-0158(502)	SR158 over Seabury Creek	1/26/2018	1	\$5,338,344.82		19045.8	\$282.28	
Mobile	NHF-0158(502)	SR158 over Rodgers Road	1/26/2018	1	\$1,294,422.12		5662.8	\$228.58	
Marshall	ACBR261315-ATRP(015)	New Home Road over Clear Creek	2/23/2018	1	\$681,140.25		4480	\$152.04	
Lee	ACBR61108-ATRP(016)	Jenningsham Road over Pepperell Creek	2/23/2018	1	\$773,439.00		5130	\$150.77	
Fayette	ACBR60321-A-TRP(011)	Clemens Cemetery Road over North River	2/23/2018	1	\$881,256.71		4413.8	\$199.66	
Coosa	ACBR260410-ATRP(014)	CR56 over Weogufka Creek	2/23/2018	1	\$354,261.00		60	\$246.01	
Macon	IM-1085(341)	Widen bridge on I-85 SB over Calebee Cr	3/30/2018	1	\$1,423,751.77		994.23	\$16912.3	
Macon	IM-1085(341)	Widen bridge on I-85 NB over Uphapee C	3/30/2018	1	\$1,752,512.55		663.25	\$17914.7	
Macon	IM-1085(341)	Widen bridge on I-85 over Miles Cr	3/30/2018	1	\$557,996.72		6428.5	\$86.80	
Etowah	ACBR261378-ATRP(013)	Murphee Valley Road	3/30/2018	1	\$1,019,617.28		9840	\$103.62	
Russell	BR-0008(509)	US80 over Uchee Creek	4/27/2018	1	\$777,619.00		200	\$283.7	
Russell	BR-0008(509)	US80 over Uchee Creek	4/27/2018	1	\$2,099,486.15		540	\$2506.5	
Cullman	BR-0074(517)	US278 over Brindley Creek	5/25/2018	1	\$1,565,895.00		235	\$12787.9	
Talladega	BR-0077(512)	SR77 over Blue Eye Creek	5/25/2018	1	\$1,201,863.00		200	\$2963.3	
Calhoun	ACBR263647-ATRP(004)	Rock Springs Road over Havers Creek	6/29/2018	1	\$650,967.50		180	\$535	
DeKalb	ACBR259382-ATRP(010)	Chavies Road over Town Creek	6/29/2018	1	\$1,183,317.25		8610	\$137.44	
Etowah	ACBR261380-ATRP(014)	CR71 over Dry Creek	6/29/2018	1	\$694,110.00		4920	\$141.08	
Choctaw	BR-0156(500)	SR156 over Mill Creek	7/27/2018	1	\$1,149,202.25		160	\$7426.7	
Greene	ACBR261904-ATRP(016)	CR86 over Little Buck Creek	7/27/2018	1	\$664,997.32		4305	\$154.47	
Madison	STPHV-4500(217)	Prairie Avenue over Pinhook Creek	7/27/2018	1	\$3,376,168.42		211	\$16880	
Madison	STPHV-4500(217)	Church Street over Pinhook Creek	7/27/2018	1	\$2,465,229.16		16767	\$147.03	
Marshall	BRZ-4818(250)	Mt. Sinal Road over Slab Creek	7/27/2018	1	\$179,568.50		4920	\$146.25	
Coosa	ACBR260413-ATRP(014)	CR49 over Norfolk Southern RR	8/31/2018	1	\$767,074.00		141.75	\$3969	
Cullman	ACBR61112-A-TRP(010)	CR1435 over Bridges Creek	8/31/2018	1	\$1,104,064.70		2126	\$519.56	
Limestone	ACBR63307-ATRP(015)	Forrest Street over Swan Creek (Relief)	8/31/2018	1	\$959,157.60		160	\$6975	
Limestone	ACBR63307-ATRP(015)	Forrest Street over Swan Creek (Main)	8/31/2018	1	\$402,229.00		180	\$135.09	
Mobile	NHF-0158(508)	SR158 over Collins Creek (EBL)	9/14/2018	1	\$8,402,735.78		790	\$36735	
Mobile	NHF-0158(508)	SR158 over Collins Creek Trib (EBL)	9/14/2018	1	\$3,793,485.35		660	\$123.61	
Mobile	NHF-0158(508)	SR158 over McCrary Road	9/14/2018	1	\$946,224.13		6045	\$156.53	
Marango	ACBR259339-ATRP(007)	Jackson Street over Whitfield Canal	9/28/2018	1	\$1,101,020.00		270	\$326.1	

ALABAMA DEPARTMENT OF TRANSPORTATION - BRIDGE BUREAU

Summary of Bridge Projects Let to Contract from October 1, 2017 to September 30, 2018 Precast

COUNTY	PROJECT NO.	DESCRIPTION	DATE LET	NO. OF BRIDGES	TOTAL COST	LIN. FT. TOT.	SQ. FT. TOT.	AVG. SF \$
				12	\$4,242,337.21	1,142	29,216	\$145.21
Geneva	ACBRZ59457-ATRP(002)	CR21 (Alaifo Rd) over Unnamed Trib	11/3/2017	1	\$156,012.00	40	980	\$159.20
Etowah	ACBRZ61377-ATRP(016)	Coats Bend Circle	12/1/2017	1	\$161,650.00	40	980	\$164.95
Wilcox	ACBRZ60444-ATRP(005)	CR30 over Goose Creek	12/1/2017	1	\$197,125.00	34	952	\$207.06
Marion	ACBRZ60455-ATRP(008)	CR11 over Boardtree Creek	4/27/2018	1	\$688,352.46	200	5600	\$122.92
Perry	ACBRZ60362-ATRP(014)	CR49 over Potato Patch Creek	2/23/2018	1	\$279,990.79	102	2500	\$112.00
Tuscaloosa	ACBRZ58501-ATRP(015)	CR155 over Sandy Creek	2/23/2018	1	\$387,287.96	120	2940	\$131.73
Pickens	ACBRZ60383-ATRP(010)	CR47 over Beaver Creek	2/23/2018	1	\$225,540.00	68	1666.5	\$135.34
Wilcox	ACBRZ60447-ATRP(012)	CR40 over Channel on Lake Dannelly	2/23/2018	1	\$576,275.00	103.85	2544.4	\$226.49
Lee	ACBRZ61138-ATRP(015)	CR14 over Choclafula Creek	7/27/2018	1	\$372,871.00	114	2793	\$133.50
Coosa	ACBRZ60414-ATRP(011)	CR15 over Weogufka Creek	8/31/2018	1	\$683,913.00	160	3920	\$174.47
Crenshaw	ACBRZ59383-ATRP(014)	Little Horse Creek Rd over Little Horse Cr	8/31/2018	1	\$185,705.00	40	980	\$189.49
Wilcox	ACBRZ60442-ATRP(004)	CR12 over McCalls Creek	8/31/2018	1	\$327,615.00	120	3360	\$97.50

ALABAMA DEPARTMENT OF TRANSPORTATION - BRIDGE BUREAU

Summary of Bridge Projects Let to Contract from October 1, 2017 to September 30, 2018 Bridge Totals

COUNTY	PROJECT NO.	DESCRIPTION	DATE LET	NO. OF BRIDGES	TOTAL COST	LIN. FT. TOT.	SQ. FT. TOT.	AVG. SF \$
				53	\$60,893,442.66	12,967	452,880	\$134.46
				41	\$56,651,105.45	11825	423664	\$133.72
		Cast In Place Concrete		12	\$4,242,337.21	1142	29216	\$145.21
		Precast Concrete						

**CONSTRUCTION PROJECTS AND CLAIMS
FISCAL YEAR 2018**

CONSTRUCTION PROJECTS

Active Construction Projects	421	\$2,483,435,152
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CLAIMS ACTIVITIES

Number of Notices of Intent Filed	21
Number of Notices of Intent Rescinded	5
Number of Notices of Intent Waived by Contractor	5

	NUMBER	AMOUNT
Claims Under Review	15	\$11,917,615
Claims Settled	4	\$3,863,009
Claims Denied	1	\$0

Make changes as necessary to reflect FY-18

Department of Transportation Fiscal year 2018

summary of purchases of equipment

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

summary of sales of equipment

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

recapitulation

Total Purchases	\$	46,457,478.43
Total Sales		13,547,472.76
Purchases Over Sales	<u>\$</u>	<u>32,910,005.67</u>
Sales of Used Tires, Tubes, Batteries, Scrap Metals & Miscellaneous Small Equipment	\$	55,547.00

PERSONNEL AND PAYROLL COMPARISONS BETWEEN FISCAL YEARS 2017 AND 2018

Fiscal Year 2017			Fiscal Year 2018		
Semi-weekly Pay Period	Number of Employees	Amount of Payroll	Semi-weekly Pay Period	Number of Employees	Amount of Payroll
October 1 - 15, 2016	4309	7,854,620.97	October 1 - 15, 2017	4353	8,107,634.12
October 16 - 31, 2016	4315	7,852,165.70	October 16 - 31, 2017	4348	8,104,659.65
November 1-15, 2016	4320	10,350,118.60	November 1-15, 2017	4358	10,552,895.96
November 16-30, 2016	4318	757,505.22	November 16-30, 2017	4343	7,991,254.84
December 1-15, 2016	4337	7,830,596.76	December 1-15, 2017	4333	8,253,171.87
December 16-31, 2016	4341	7,831,757.02	December 16-31, 2017	4329	7,948,001.71
January 1-15, 2017	4355	8,493,983.46	January 1-15, 2018	4342	8,599,519.82
January 16-31, 2017	4339	7,835,076.19	January 16-31, 2018	4308	8,178,432.77
February 1-15, 2017	4365	8,059,577.83	February 1-15, 2018	4338	8,291,775.37
February 16-28, 2017	4338	7,831,649.65	February 16-28, 2018	4306	7,948,541.96
March 1-15, 2017	4360	8,124,060.82	March 1-15, 2018	4315	8,184,755.80
March 16-31, 2017	4359	7,943,629.13	March 16-31, 2018	4315	8,133,034.67
April 1-15, 2017	4358	8,043,496.28	April 1-15, 2018	4333	8,292,322.85
April 16-30, 2017	4354	7,856,249.32	April 16-30, 2018	4349	7,328,515.52
May 1-15, 2017	4360	8,110,344.17	May 1-15, 2018	4333	7,047,597.95
May 16-31, 2017	4354	7,942,459.72	May 16-31, 2018	4329	8,107,389.13
June 1-15, 2017	4356	7,997,421.84	June 1-15, 2018	4343	8,245,320.30
June 16-30, 2017	4349	8,087,626.81	June 16-30, 2018	4333	8,145,654.06
July 1-15, 2017	4339	8,086,588.11	July 1-15, 2018	4329	8,228,299.63
July 16-31, 2017	4336	8,056,392.89	July 16-31, 2018	4318	8,159,357.38
August 1-15, 2017	4358	8,150,093.73	August 1-15, 2018	4323	8,227,510.41
August 16-31, 2017	4346	8,094,031.48	August 16-31, 2018	4325	8,270,414.20
September 1-15, 2017	4340	8,088,571.36	September 1-15, 2018	4310	8,377,012.96
September 16-30, 2017	4342	8,062,485.19	September 16-30, 2018	4334	8,429,114.34
Total Payroll		\$187,340,502.25	Total Payroll		\$197,152,187.27
Semi-weekly average	4344	\$7,805,854.26	Semi-weekly average	4331	\$8,214,674.47

FISCAL YEAR 2018 SEPARATIONS AND APPOINTMENTS BY CATEGORY

		SEPARATIONS												APPOINTMENTS									
	RESIGNATIONS	19	16	16	17	16	3	0	0	3	2	1	6	35	0	0	0	39	0	0	0	39	
October																		October					
November																		November					
December																		December					
January																		January					
February																		February					
March																		March					
April																		April					
May																		May					
June																		June					
July																		July					
August																		August					
September																		September					
Total		238	28	0	33	43	13	141	496	440	0	1	0	441	0	0	0						

SEPARATIONS AND APPOINTMENTS
Fiscal Years 2004 -2018

	SEPARATIONS						APPOINTMENTS					
	RESIGNATIONS	DISMISSALS	LAYOFF	LEAVE WITHOUT	SUSPENSION	DEATH	RETIREMENT	TOTAL	REGULAR	PROVISIONAL	FORM 8	TEMPORARY
2005	318	69	0	102	53	8	110	660	380	163	80	623
2006	327	18	0	95	60	11	109	620	472	24	73	569
2007	258	43	0	77	40	9	79	506	416	24	70	510
2008	201	17	0	68	62	11	79	438	306	64	41	411
2009	118	35	0	79	54	11	94	391	550	45	25	620
2010	137	18	0	113	64	15	127	474	520	64	36	620
2011	142	33	0	38	45	14	130	402	459	10	13	482
2012	148	32	0	33	54	12	187	466	186	0	6	192
2013	153	29	0	38	52	10	141	423	236	2	1	239
2014	152	31	0	23	28	6	157	397	360	2	7	369
2015	170	33	0	37	35	9	156	440	369	1	8	378
2016	167	26	0	25	39	12	163	432	329	1	2	332
2017	205	20	0	28	46	11	129	439	397	1	2	400
2018	238	28	0	33	43	13	141	496	440	0	1	441
Total	2496	432	0	789	675	152	1802	6584	5420	401	365	6186

**LEGAL BUREAU ACTIVITIES
2018**

Board of Adjustment

Claims Opened	566
Claims Closed	485
Claims Pending	81
Amount Paid	\$1,542,111.00

State Property Damage Claims

Claims Opened	533
Claims Closed	295
Claims Pending	238
Amount Collected by Legal Bureau & Regions	\$2,891,210.97

Requests for Production of Documents

Requests Opened	172
Requests Pending	19

Contracts, Leases, and Deeds Reviewed 1,549

Active Lawsuits 176

Materials and Tests Activities				
	FY-2013	FY-2017	FY-2018	
MATERIALS DIVISION				
<u>Pavement Design Section</u>				
Pavement Structural Designs Approved	233	207	164	
<u>Certification Section</u>				
Miles of Independent Assurance Sampling & Testing	1,022	808	861	
Concrete Structures Projects	16	11	29	
Safety Improvement & Guardrail Projects	52	48	66	
Total Projects IAS&T Certified Completed	254	176	244	
<u>Nuclear Gage Laboratory</u>				
Repaired Nuclear Gages	23	41	29	
Disposed Nuclear Gages	0	0	0	
Calibrated/Recalibrated Nuclear Gages	73	100	101	
Leak-tested Nuclear Gages	554	548	556	
Geotechnical Division				
<u>Geotechnical In-House Design</u>				
Bridge and Culvert Reports	5	11	5	
Slide Correction & Back Slope Reports	9	6	9	
Limited Soil Survey & Materials Reports	6		6	
Slope Study Reports	12		12	
Sign, Signal Pole & High-mast Lighting Reports	30	24	30	
Retaining Wall Reports	1	1	1	
Special Projects (i.e. Sinkholes & Rockfalls)	3	8	3	
Geo-hydrological Reports	15	19	15	
Wave Equation Analysis	78	146	78	
Dynamic Testing/Restrikes for Construction	64	49	64	
Static Load Tests	58		58	
Drive to Refusal Analysis	14		14	
<u>Geotechnical Consultant Design</u>				
Bridge and Culvert Reports	11	13	11	
Slope Study Reports	3		3	
Slide Correction & Back Slope Reports	1	15	1	
Soil Survey Reports	6	10	6	
Sign, Signal Pole & High-mast Lighting Reports	0	0	0	
Retaining Wall Reports	1	6	1	
Special Projects	0	26	0	
Reports reviewed for concurrence	50		50	
<u>Foundation Investigation-Drilling</u>				
Bridge and Culvert Projects	21	28	21	
Slide Correction & Back Slope Projects	24	8	24	
Soil Survey Projects	19	25	19	
Sign, Signal Pole & High-mast Lighting Projects	19	16	19	
Retaining Wall Projects	8	6	8	
Special Projects (Sinkhole studies & Hazardous Materials Sites & Asphalt)	9	7	9	
<i>Total Footage Drilled for Projects (feet)</i>	43281	50915	43281	
ENVIRONMENTAL AND COMPLIANCE DIVISION				
<u>Hazardous Materials</u>				
Clearance for Projects	51	47	29	
Investigations at Underground Storage Tank or Hazardous Materials Sites	24	5	2	
Site Remediation Projects (UST Closure, Corrective Action, etc.)	11	14	16	
<u>Environmental Compliance</u>				
Environmental Audits	51	51	51	
<u>Storm Water Compliance</u>				
Project Storm Water Inspections	398	46	N/A	
QC/QA Inspections	17	0	N/A	
PAVEMENT MANAGEMENT DIVISION				
Centerline Miles of Pavement Friction testing	7,417	6638	7536	
Centerline Miles of Pavement Condition Assessment	6,963	7585	8716	
Pavement Condition Assessment/Non-State Route HPMS Samples	164	1416	1955	
Falling weight Deflectometer Testing - projects	238	153	203	

Annual Report 2018

	Maintenance Responsibility			
	State	County	City	Other
Total Structures	5757	8606	1552	62
Functionally Obsolete	977	824	307	14
Structurally Deficient	84	848	136	22
Load Posted	12	2143	214	19
Closed	3	151	21	8
Temporary Work	50	98	5	2

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

YEAR	TOTAL DVMT (THOUSANDS)	STATE SYSTEM DVMT (THOUSANDS)
2000	154,473	95,485
2001	155,364	96,326
2002	157,622	97,440
2003	160,638	99,305
2004	160,825	99,420
2005	163,458	101,048
2006	165,463	102,587
2007	167,981	104,148
2008	162,048	100,470
2009	167,944	103,959
2010	175,756	108,793
2011	177,849	110,089
2012	177,484	104,361
2013	177,757	104,807
2014	177,153	104,166
2015	181,102	106,850
2016	187,249	107,647
2017	188,142	107,278

2018 HIGHWAY PERFORMANCE MONITORING SYSTEM
FUNCTIONAL CLASSIFICATION

	LINEAR MILES	LANE MILES
Interstate	1,003.65	4,602.82
Principal Arterial - Other Freeways and Expressways	29.10	137.93
Principal Arterial - Other	3,328.88	10,950.07
Minor Arterial	6,359.67	14,467.81
Major Collector	15,866.35	32,162.01
Minor Collector	6,406.49	12,812.97
Local	68,102.82	136,205.64
TOTAL	101,096.97	211,339.25

FACILITY TYPE	ROADWAY OWNERSHIP BY FUNCTIONAL CLASSIFICATION IN MILES					
	STATE HIGHWAY AGENCY	COUNTY HIGHWAY AGENCY	CITY OR MUNICIPAL AGENCY	OTHER STATE AGENCY	INDIAN TRIBE NATION	OTHER FEDERAL AGENCY
Interstate	1,003.653	0.000	0.000	0.000	0.000	0.000
PA* - Other Freeways and Expressways	29.102	0.000	0.000	0.000	0.000	0.000
PA* - Other	3,210.385	16.579	101.919	0.000	0.000	0.000
Minor Arterial	4,612.869	436.267	1,287.405	0.000	0.000	0.000
Major Collector	2,041.539	10,063.205	3,753.343	0.000	0.000	0.000
Minor Collector	32.071	5,898.667	475.748	0.000	0.000	0.000
Local	<u>1.736</u>	<u>44,209.560</u>	<u>22,470.398</u>	<u>153.638</u>	<u>0.070</u>	<u>922.060</u>
TOTAL	<u>10,931.355</u>	<u>60,624.278</u>	<u>28,088.813</u>	<u>153.638</u>	<u>0.070</u>	<u>922.060</u>

* Principal Arterial

**CONSTRUCTION AND MAINTENANCE ACTIVITIES
BY REGION FOR FISCAL YEAR 2018**

MILES AUTHORIZED

REGION	HIGHWAY SYSTEM	GRADE AND DRAIN	BASE AND PAVE	GRADE, DRAIN BASE, PAVE, AND BRIDGE	RESURFACING PROJECTS ONLY	RESURFACING WITH PAVEMENT WIDENING	REHABILITATED	ADDED ROADWAY LANES	NUMBER OF BRIDGES AUTHORIZED
SOUTHEAST	STATE	0.0	0.0	0.0	120.7	114.7	0.0	2.2	13
	OTHER	0.4	0.0	4.5	102.2	18.3	0.0	0.0	5
	TOTAL	0.4	0.0	4.5	222.9	133.0	0.0	2.2	18
EAST CENTRAL	STATE	0.0	0.0	2.0	108.3	85.3	15.6	4.2	3
	OTHER	0.0	0.0	1.5	41.8	0.0	1.7	0.0	8
	TOTAL	0.0	0.0	3.5	150.1	85.3	17.2	4.2	11
NORTH	STATE	0.0	0.0	0.3	178.9	14.4	65.7	2.9	3
	OTHER	0.0	0.0	2.3	57.6	1.0	2.2	4.8	15
	TOTAL	0.0	0.0	2.6	236.5	15.4	67.9	7.7	18
WEST CENTRAL	STATE	0.0	0.0	0.0	64.3	35.7	0.7	4.4	1
	OTHER	0.0	0.0	0.0	15.3	0.7	11.2	0.0	12
	TOTAL	0.0	0.0	0.0	79.5	36.4	11.9	4.4	13
SOUTHWEST	STATE	0.0	0.0	8.4	144.3	22.1	0.0	0.0	4
	OTHER	0.0	0.0	4.5	38.8	7.3	0.0	0.0	5
	TOTAL	0.0	0.0	12.9	183.1	29.4	0.0	0.0	9
TOTALS	STATE	0.0	0.0	10.7	616.5	272.2	82.0	13.7	24.0
	OTHER	0.4	0.0	12.9	255.6	27.3	15.1	4.8	45.0
	TOTAL	0.4	0.0	23.5	872.1	299.5	97.1	18.5	69.0

State system includes all State and Interstate Highways

Other system includes all County & Local Highways

STATE OF ALABAMA FEDERAL AID
FEDERAL FUNDS ADMINISTERED AND MATCHED

NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$	367,093,139.93
SURFACE TRANSPORTATION PROGRAM	\$	335,731,399.77
SAFETY PROGRAM	\$	44,469,133.70
EMERGENCY RELIEF	\$	13,197,604.33
SPECIAL PROJECTS	\$	72,599,788.55
CONGESTION MITIGATION & AIR QUALITY	\$	11,536,685.62
MISCELLANEOUS	\$	16,575,583.20
TRANSPORTATION ALTERNATIVE	\$	12,762,360.18
NATIONAL FREIGHT PROGRAM	\$	22,581,246.00
TOTAL	\$	896,546,941.28

AWARDED CONTRACTS 2009-2018

YEAR	CONTRACTS AWARDED	AMOUNT AWARDED ¹
2009	348	799
2010	322	684
2011	285	715
2012	338	572
2013	371	709
2014	447	907
2015	399	850
2016	344	839
2017	361	1,309
2018	305	812

¹millions of dollars

**AWARDED CONTRACTS
FISCAL YEAR 2018**

<u>CATEGORY OR PROGRAM</u>	<u>AMOUNT AWARDED</u>
Interstate and National Highway System	\$359,327,674.71
State Funds	\$51,911,108.13
Alabama Transportation Rehabilitation & Improvement Program (ATRIP)	\$108,173,587.78
Other Federal-Aid	\$277,278,339.05
State Maintenance	<u>\$15,615,408.42</u>
TOTAL AMOUNT AWARDED	\$812,306,118.09

RESEARCH & DEVELOPMENT

Research Project Activities

Projects Approved for Funding	12
Continuing Research Projects	33

Product Evaluation Board Activities

Number of products submitted for evaluation	118
Number of products approved	83
Number of products currently under evaluation	46
Number of products disapproved (due to failure to meet requirements)	29
Number of products removed from approval lists (due to failure to meet requirements)	4

RIGHT OF WAY BUREAU ACTIVITIES

CATEGORY	SCOPE	EXPENDITURE
	Attorney Fees	\$599,735
	Appraiser Fees	\$496,477
	Staff Appraiser Costs	\$31,160
	Court Costs	\$52,907
Operations	Right of Way Acquisition	\$39,705,115
Relocation	Relocation of individuals, families, businesses, farms, and non-profit organizations	\$502,354
	Land Leases	\$450,654
	Oil and Gas Leases	\$19,489
Property Management	Rental Receipts from Acquired Property	\$227,336
	Sale of Uneconomic Remnants, Right of Way, and Access Rights	\$211,570
	Sale of Structures	\$111
	Total Revenue:	\$909,160

ACQUISITIONS

Number of Parcels Acquired	250
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Table 17.

Public Road and Bridge Fund
Summary of Receipts and Disbursements
Fiscal Years Ended September 30

	2018	2017	2016	2015	2014	2013	2012	2011
Cash on Hand, October 1*	360,939,528	349,557,357	403,381,527	\$ 307,872,201	\$ 213,054,633	\$ 272,402,333	\$ 377,505,353	\$ 324,873,424
Receipts:								
Gasoline Excise Tax - \$0.05	100,444,485	100,507,583	99,568,018	\$ 96,361,958	\$ 92,781,662	\$ 92,344,275	\$ 93,395,530	\$ 94,242,880
Gasoline Excise Tax - \$0.04	47,054,556	47,084,115	46,643,963	45,142,042	43,464,804	43,259,850	43,761,352	44,149,243
Motor Fuel Tax - \$0.04	42,620,492	40,737,034	41,945,928	40,000,533	39,825,059	38,395,486	38,161,914	37,923,679
LP Gas Vehicle Permits	52,490	55,819	61,254	62,093	68,619	86,640	78,814	96,271
Motor Vehicle License Taxes	105,795,451	104,825,111	100,351,812	98,695,945	96,939,373	99,743,008	96,483,434	98,431,281
Gasoline Excise Tax - \$0.07	80,451,653	80,506,488	79,755,931	77,188,217	74,319,373	73,978,570	74,861,753	75,480,053
Lubricating Oil Tax	605,898	523,376	511,506	525,279	548,874	533,205	568,409	638,872
Overseize Hauling Permits	4,266,820	4,118,636	3,732,690	3,756,180	3,786,140	3,588,880	3,687,700	3,375,570
Motor Fuel Tax - \$.13	96,618,126	92,516,773	96,303,462	91,840,402	91,440,688	88,157,236	87,587,934	87,061,861
Truck Identification Decals	1,069,701	984,082	988,081	972,878	925,245	866,599	882,504	849,791
Fees	44,944,016	44,740,079	46,145,636	44,981,528	44,335,378	43,068,004	46,642,046	46,926,893
Outdoor Advertising Permits	63,595	63,493	65,137	61,481	67,485	62,267	65,980	66,942
Motor Carrier Tax	546,869	434,180	573,884	573,449	432,116	487,602	529,599	457,414
Federal Aid	927,143,828	812,656,904	855,654,262	876,318,519	920,292,665	891,727,257	803,689,683	909,419,520
County Aid & Miscellaneous	59,335,537	42,958,540	53,370,099	138,258,068	63,246,214	50,162,609	24,228,695	21,151,327
Industrial Access	867,984	608,660	562,448	536,734	613,852	511,763	-	-
Transfer from Bond Accounts	394,971,700	313,662,318	220,212,263	228,632,962	162,277,769	38,267,934	-	-
Total Receipts	1,906,853,201	1,686,983,191	1,646,446,374	1,743,908,268	\$ 1,635,365,316	\$ 1,465,243,185	\$ 1,314,625,346	\$ 1,420,271,597
Disbursements:								
Construction	1,633,077,915	1,286,955,836	1,235,249,481	\$ 1,282,573,021	\$ 1,196,094,270	\$ 1,207,483,368	\$ 1,124,254,889	\$ 1,043,096,706
Maintenance	191,215,247	175,942,545	190,730,968	183,609,614	178,331,234	182,472,294	157,840,721	194,010,786
Equipment Purchase	14,192,238	13,924,371	11,505,485	14,338,706	8,668,247	7,994,000	6,356,495	7,001,464
Administration	80,075,597	100,831,266	117,277,866	89,635,267	75,023,789	34,393,588	55,469,813	60,754,958
Debt Service	48,923,710	34,897,958	33,647,533	27,555,205	22,675,000	14,540,000	13,930,000	13,605,000
Other Expenditures	31,045,572	63,049,044	111,859,211	50,687,129	59,755,208	77,707,635	61,876,447	49,170,754
Total Disbursements	1,998,530,279	1,675,601,020	1,700,270,544	\$ 1,648,398,942	\$ 1,540,547,748	\$ 1,524,590,885	\$ 1,419,728,365	\$ 1,367,639,667
Cash Balance, September 30	269,262,451	360,939,528	349,557,357	\$ 403,381,527	\$ 307,872,201	\$ 213,054,633	\$ 272,402,333	\$ 377,505,353

**PUBLIC ROADS &
BRIDGE FUNDS**

Unexpended Balance as of October 1, 2018

360,939,528

RECEIPTS:

Revenue

Gasoline Excise Tax \$.05	100,444,485
Gasoline Excise Tax \$.04	47,054,556
Motor Fuel Tax \$.06	42,620,492
LP Gas Vehicle Permits	52,490
Motor Vehicle License	105,795,451
Gasoline Excise Tax \$.07	80,451,653
Lubricating Oil Tax	605,898
Oversize Hauling Permits	4,266,820
Motor Carrier Mileage, Taxes, Fees	546,869
Motor Fuel Tax \$.13	96,618,126
Truck Identification Decals	1,069,701
Petroleum Products Inspection Fees	44,944,016
Outdoor Advertising Permit Fees	63,595
Motor Vehicle Excise Tax	925
Subtotal Revenue - State	524,535,077

TOTAL REVENUE

\$ 524,535,077

Non - Revenue Receipts

ISTEA Interstate Maintenance	163,850
ISTEA National Highway System	1,497,975
ISTEA Surface Transportation Program	9,887,203
Federal Aid- ARRA 2009 Transit Stimulus	-
ISTEA Special	(251,986)
ISTEA Other	2,667,351
Federal Aid Priority Primary	
Federal Interstate Regular	
Federal Interstate ACI	
Federal Aid Primary	
Federal Aid Secondary	
Federal Aid - ATRIP Projects	35,932,990
Federal Aid ABC Urban	
Federal Aid Urban	
Federal Aid Secondary (Farm to Market)	
Federal Aid Secondary (Farm to Market Miscellaneous)	
Federal Topic	
Federal Appalachian	4,181,418
Federal - MAP 21/FASTACT	819,330,417
Federal Aid Special Aid	
Federal Aid Highway Planning & Research	14,819,768
Federal Aid Bridge Replacement	1,213,430
Federal Aid - ARRA 2009 Stimulus	(150,699)
Federal Aid Transit Capital	4,866,053
Federal Aid Beautification	
Federal Aid Special Grants	

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

YEAR	BONDS		
YEAR	OUTSTANDING	INTEREST	REDEMPTION
2018	14,630,000.00	248,710.00	3,565,000.00
2019	11,065,000.00	188,105.00	3,625,000.00
2020	7,440,000.00	126,653.26	3,690,000.00
2021	3,750,000.00	63,662.67	3,750,000.00
		627,130.93	14,630,000.00

* Original Issue Date of 11/29/16

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

BONDS			
YEAR	OUTSTANDING	INTEREST	REDEMPTION
2018	236,395,000	11,819,750.00	
2019	236,395,000	11,819,750.00	
2020	236,395,000	11,819,750.00	
2021	236,395,000	11,819,750.00	
2022	236,395,000	11,819,750.00	
2023	236,395,000	11,819,750.00	
2024	236,395,000	11,819,750.00	
2025	236,395,000	11,819,750.00	
2026	236,395,000	11,819,750.00	
2027	236,395,000	11,819,750.00	
2028	236,395,000	11,819,750.00	
2029	236,395,000	11,819,750.00	
2030	236,395,000	11,819,750.00	
2031	236,395,000	11,819,750.00	
2032	223,950,000	11,819,750.00	12,445,000.00
2033	204,820,000	11,197,500.00	19,130,000.00
2034	184,730,000	10,241,000.00	20,090,000.00
2035	94,620,000	9,236,500.00	90,110,000.00
2036		4,731,000.00	94,620,000.00
		212,702,250.00	236,395,000.00

* Original Issue Date of 11/29/16

**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION
DEBT SERVICE REQUIREMENTS
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY
2018-A**

FISCAL YEAR ENDING	PRINCIPAL OUTSTANDING	INTEREST PAYMENT	PRINCIPAL PAYMENT
2018	416,645,000	20,332,250.00	12,980,000.00
2019	403,665,000	19,683,250.00	13,630,000.00
2020	390,035,000	19,001,750.00	14,310,000.00
2021	375,725,000	18,286,250.00	15,030,000.00
2022	360,695,000	17,534,750.00	15,780,000.00
2023	344,915,000	16,745,750.00	18,020,000.00
2024	326,895,000	15,844,750.00	18,915,000.00
2025	307,980,000	14,899,000.00	19,860,000.00
2026	288,120,000	13,906,000.00	20,855,000.00
2027	267,265,000	12,863,250.00	20,135,000.00
2028	247,130,000	11,856,500.00	21,140,000.00
2029	225,990,000	10,799,500.00	22,200,000.00
2030	203,790,000	9,689,500.00	23,310,000.00
2031	180,480,000	8,524,000.00	24,480,000.00
2032	156,000,000	7,300,000.00	13,255,000.00
2033	142,745,000	6,637,250.00	7,855,000.00
2034	134,890,000	6,244,500.00	8,245,000.00
2035	126,645,000	5,832,250.00	8,660,000.00
2036	117,985,000	5,399,250.00	9,090,000.00
2037	108,895,000	3,708,562.50	108,895,000.00
		245,088,312.50	416,645,000.00

* Original Issue Date of 06/29/17

**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION
DEBT SERVICE REQUIREMENTS
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY
2018-B**

YEAR	BONDS		
	OUTSTANDING	INTEREST	REDEMPTION
2018	139,975,000	6,998,750.00	
2019	139,975,000	6,998,750.00	
2020	139,975,000	6,998,750.00	
2021	139,975,000	6,998,750.00	
2022	139,975,000	6,998,750.00	
2023	107,500,000	6,998,750.00	32,475,000.00
2024	73,400,000	5,375,000.00	34,100,000.00
2025	37,595,000	3,670,000.00	35,805,000.00
2026	0	1,879,750.00	37,595,000.00
		52,917,250.00	139,975,000.00

Original Issue Date of 06/29/17

**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION
OUTSTANDING BONDS
Fiscal Year 2018**

AFAHFA 2016-A

NAME	INTEREST RATE	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Finance Authority AFAHFA 2016		September 1, 2036	\$236,395,000.00	\$212,702,250.00
Total			\$236,395,000.00	\$212,702,250.00

NAME	PRINCIPAL REDEMPTION 2017-2018	INTEREST REDEMPTION 2017-2018
AL Federal Aid Highway Finance Authority AFAHFA 2016	\$0.00	\$11,819,750.00
Total	\$0.00	\$11,819,750.00

AFAHFA 2017-A

NAME	INTEREST RATE	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Finance Authority AFAHFA 2017-A		June 1, 2037	\$416,645,000.00	\$245,088,312.50
Total			\$416,645,000.00	\$245,088,312.50

AL Federal Aid Highway Finance Authority AFAHFA 2017-A		\$12,980,000.00	\$20,332,250.00
Total		\$12,980,000.00	\$20,332,250.00

AFAHFA 2017-B Refunding

NAME	INTEREST RATE	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Finance Authority AFAHFA 2017-B		September 1, 2026	\$139,975,000.00	\$52,917,250.00
Total			\$139,975,000.00	\$52,917,250.00

AL Federal Aid Highway Finance Authority AFAHFA 2017-B		\$0.00	\$6,998,750.00
Total		\$0.00	\$6,998,750.00

ALDOT HIGHWAY SYSTEM

1. (US 231 part, US 431, US 280 part, US 82 part, US 80 part, US 78 part, US 278 part, I-20 part) from the Florida Line near Madrid via Dothan, Abbeville, Eufaula, Phenix City, Opelika, Lafayette, Roanoke, Wedowee, Oxford, Anniston, Gadsden, Guntersville, and Huntsville to end at the Tennessee Line near Fisk
2. (US 72, US 43 part, US 231 part, US 431 part) from the Mississippi Line near Margerum via 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 Interstate 59 at the Cuba Interchange via Demopolis, Selma, Montgomery, and Tuskegee to end at the Georgia Line at the east limits of the City of Phenix City
9. US 331, (US 84 part, US 29 part, US 80 part, US 82 part, US 231 part, US 78 part) from the Florida Line in Florala northerly via Opp, Brantley, Luverne, Montgomery, Wetumpka, Goodwater, Ashland, Lineville, Heflin, Iron City, Piedmont, Centre, and Cedar Bluff to end at the Georgia Line east of Cedar Bluff
10. (US 331 part, US 29 part, US 231 part) from the Mississippi Line west of Pushmataha via Butler, Nanafalia, Camden, Greenville, Luverne, Troy, Brundidge, and Abbeville to end at the Georgia Line near Fort Gaines, Georgia
11. US Route Number - not used
12. (US 84, US 31 part, US 29 part, US 331 part) from the Mississippi Line west of Isney easterly via Bolinger, Coffeeville, Grove Hill, Mexia, Repton, Evergreen, River Falls, Andalusia, Opp, Elba, Enterprise, Daleville, and Dothan to end at the Georgia Line southeast of Gordon
13. (US 43 part, US 80 part, US 11 part, US 82 Part, US 278 part, US 72 part) from a junction with Alabama 16 in Mobile via Thomasville, Demopolis, Eutaw, Tuscaloosa, Eldridge, Natural Bridge, Haleyville, Phil Campbell, Russellville, and Florence to end at the Tennessee Line north of Greenhill
14. (US 43 part, US 80 part, US 31 part, I-65 part) from the Mississippi Line northwest of Pickensville via Pickensville, Aliceville, Clinton, Eutaw, Greensboro, Marion, Selma, Prattville, Wetumpka, Tallassee, and Auburn to end at the junction with Alabama 147 in Auburn
15. (US 29 part, US 84 part, US 331 part, US 82 part, US 80 part, I-85 part, US 280 part) from a junction with Alabama 3 in Brewton via Andalusia, Luverne, Troy, Banks, Union Springs,

Tuskegee, and Opelika to end at the Georgia Line in Lanett

16. (US 90, US 98 part, I-65 part) from the Mississippi Line west of Grand Bay via Mobile, Spanish Fort, Loxley, and Robertsdale to end at the Florida Line east of Seminole
17. (US 45 part, US 43 part, US 72 part) from a junction with Alabama 42 in Mobile via Citronelle, Deer Park, Chatom, Butler, York, Aliceville, Reform, Millport, Vernon, Sulligent, Hamilton, Russellville, and Florence to end at the Tennessee Line north of Zip City
18. (US 43 part) from the Mississippi Line west of Vernon via Vernon, Fayette, and Berry to end at the junction with Alabama 69 near Oakman
19. From a junction with Alabama 17 north of Detroit via Vina and Red Bay to end on Mississippi Line.
20. (US 43 part, US 72 part, US 72 Alt part, US 31 part) from the Tennessee Line north of Dart via Florence, Tuscumbia, and Decatur to end at the junction with Interstate 565 in Huntsville ending at Junction Interstate 65 and Interstate 565 west of Huntsville
21. (US 80 part, US 31 part, US 82 part, US 231 part) from the Florida Line south of Atmore via Atmore, Monroeville, Riley, Oak Hill, Furman, Hayneville, Montgomery, Wetumpka, Rockford, Sylacauga, Talladega, and Anniston to end at the junction with Alabama 9 in Piedmont
22. (US 80 part, US 31 part, US 280 part) from a junction with Alabama 5 in Safford via Selma, Maplesville, Clanton, Cooper, Rockford, Alexander City, and Roanoke to end at the Georgia Line northeast of Rock Mills
23. From a junction with Alabama 7 (US 11) north of Springville via St Clair Springs to end at the junction with Alabama 25 (US 231, US 411) in Ashville
24. From the Mississippi Line in Red Bay via Russellville and Moulton to end at the junction with Alabama 67 in Decatur
25. (US 82 part, US 231 part, US 411 part) from a junction with Alabama 5 at Sunny South via Thomaston, Faunsdale, Greensboro, Centreville, Calera, Harpersville, Vincent, Leeds, Odenville, Ashville, Gadsden, and Centre to end at the Georgia Line east of Forney
26. From a junction with Alabama 51 in Hurtsboro via Hatchechubbee to end at the Junction with Alabama 1 (US 431) in Seale
27. From the Florida Line southwest of Geneva via Geneva, Enterprise, and Ozark to end at the junction with Alabama 10 in Abbeville
28. (US 11 part, US 80 part, US 43 part) from a junction with Alabama 17 north of Boyd via Livingston, Jefferson, Linden, Catherine, and Camden to end at the junction with Alabama 21 west of Furman
29. *US Route Number - not used*
30. From a junction with Alabama 51 in Clayton easterly to end at the junction with Alabama 1 (US 431) in Eufaula
31. *US Route Number - not used*
32. From the Mississippi Line west of Cochrane easterly to end at the junction with Alabama 17 south of Cochrane
33. From a junction with Alabama 74 (US 278) in Double Springs northeasterly via Wren and Moulton to end at the junction with Alabama 20 (US 72 Alt) east of Courtland
34. From a junction with Alabama 53 (US 231) at Cropwell southeasterly to end at the junction with Alabama 77 north of Talladega
35. (US 11 part) from a junction with Alabama 9 northeast of Cedar Bluff via Gaylesville, Fort Payne, Rainsville, and Scottsboro to end at the junction with Alabama 2 (US 72) west of Woodville

36. From a junction with Alabama 33 in Wren via Danville and Hartselle to end at the junction with Alabama 53 (US 231) at Laceys Spring
37. From a junction with Alabama 12 and 134 (US 84) in Daleville northerly to end at the Tank Hill Gate of Fort Rucker Reservation
38. (US 280, US 231 part, I-85 part, US 431 part, US 80 part) from a junction with Alabama 3 (US 31) in Birmingham southeasterly via Sylacauga, Alexander City, Dadeville, and Opelika to end at the Georgia Line in Phenix City
39. From a junction with Alabama 7 (US 11) north of Livingston via Gainesville to end at the junction with Alabama 14 in Clinton
40. From a junction of Alabama 35 south of the Tennessee River Bridge near Scottsboro easterly north of Dutton via Dean's Chapel and Henagar to end at the junction with Alabama 117 near Hammondville
41. (US 29 part, US 84 part) from the Florida Line in Dixonville via Brewton, Repton, Monroeville, and Camden to end at the junction with Alabama 14 in Selma
42. (US 98, US 90 part) from the Mississippi Line west of Wilmer via Wilmer, Mobile, Spanish Fort, Fairhope, Barnwell, and Foley to end at the Florida Line near Lillian
43. *US Route Number - not used*
44. From a junction with Alabama 118 (US 78) in Guin via Twin to end at the junction with Alabama 129 near Brilliant
45. *US Route Number - not used*
46. From a junction with Alabama 4 (US 78) in Heflin via Bells Mill and Trickem to end at the Georgia Line east of Trickem
47. From a junction with Alabama 12 (US 84) at Mexia via Monroeville, Beatrice, and Midway to end at the junction with Alabama 10 in Awin
48. From a junction with Alabama 9 in Lineville via Wedowee and Woodland to end at the Georgia Line east of Graham
49. (US 280 part) from the beginning of the South ramps of Neil's Chapel Interchange at Interstate 85 northerly via Franklin, Reeltown, Dadeville, Newsite, Mellow Valley, and Lineville to end at the junction with Alabama 281 east of Cheaha State Park
50. (US 280 part) from a junction with Alabama 229 at Red Hill via Union, Walnut Hill, Thornton, Camp Hill, and Lafayette to end at the junction with Alabama 15 (US 29) in Lanett
51. (US 82 part) from a junction with Alabama 12 (US 84) west of Enterprise via Clintonville, Rocky Head, Ariton, Clio, Louisville, Clayton, Midway, Hurtsboro, and Marvyn to end at the Junction with Alabama 38 (US 280) in Opelika
52. (US 84 part) from a junction with Alabama 9 (US 331) in Opp, via Kinston, Samson, Geneva, Hartford, and Dothan to end at the Georgia Line in Columbia
53. (US 231 part, US 82 part, US 80 part, US 280 part, US 411 part) from the Florida Line south of Grangeburg via Cottonwood, Dothan, Midland City, Troy, Montgomery, Wetumpka, Sylacauga, Harpersville, Pell City, Ashville, Oneonta, Arab, Huntsville, and Ardmore to end at the junction with Interstate 65 south of the Tennessee Line
54. From a junction with Alabama 9 (US 331) in Florala via Hacoda to end at the junction with Alabama 52 west of Samson
55. (US 331 part, US 29 part, US 84 part, US 31 part) from the Florida Line in southwest Florala via Andalusia to end at the junction with I-65 west of Georgiana
56. From the Mississippi Line west of Chatom via Chatom to end at the junction with Alabama 13 (US 43) in Wagarville

57. (US 45 part) from a junction with Alabama 17 at Deer Park, via Fruitdale, to end at the Mississippi Line northwest of Yellow Pine
58. Number not used – Route eliminated 08/14/15.
59. (US 90 part, US 31 part) from a junction with Alabama 182 in Gulf Shores via Foley, Robertsdale, Loxley, Stapleton, Bay Minette, and Stockton to end at the junction with Alabama 21 in Uriah
60. From a junction with Alabama 14 at Wedgeworth northeasterly to end at the junction with Alabama 69 near Havana
61. From a junction with Alabama 8 (US 80) in Uniontown via Newbern to end at the junction with Alabama 14 in Greensboro
62. From a junction with Alabama 227 at Meltonsville westerly to end at the north entrance to an industrial facility
63. From a junction with Alabama 14 at Claud via Eclectic, Alexander City, and Hackneyville to end at the junction with Alabama 9 south of Millerville
64. From a junction with Alabama 13 (US 43) south of Green Hill via Lexington to end at the junction with Alabama 207 north of Anderson
65. From a junction with Alabama 2 (US 72) north of Paint Rock via Garth, Trenton, Hollytree, Princeton, Swaim, and Larkin to end at the Tennessee Line north of Francisco
66. From a junction with Alabama 28 at Consul easterly to end at the junction with Alabama 5 southwest of Safford
67. (US 72 Alt part) from a junction with Alabama 53 (US 231) south of Summit via Hulaco, Somerville, and Decatur to end at the State Docks Property north of Alabama 20 (US 72 Alt) in Decatur
68. (US 11 part, US 411 part) from a junction with Alabama 75 north of Albertville via Crossville, Collinsville, Leesburg, Centre, Cedar Bluff, and Gaylesville to end at the Georgia Line east of Gaylesville
69. (US 43 part, I-359 part, US 80 part, Alternate US 78 part, I-65 part, US 31 part, US 278 part) from a junction with Alabama 177 in Jackson via Coffeetown, Nanafalia, Linden, Gallion, Greensboro, Moundville, Tuscaloosa, Oakman, Jasper, Cullman, and Arab to end at the junction with Alabama 1 (US 431) in Guntersville
70. From a junction with Alabama 3 (US 31) at Dargin northeasterly to end at the junction with Alabama 25 in Columbian a
71. From a junction with Alabama 35 in Section via Flat Rock and Higdon to end at the Georgia Line northeast of Higdon
72. *US Route Number - not used*
73. From a junction with Alabama 71 northeast of Higdon northerly via Bryant School to end at the Tennessee Line
74. (US 278 part, US 431 part, Alternate US 431 part) from a junction with Alabama 4 (US 78) west of Hamilton via Hamilton Natural Bridge, Double Springs, Cullman, Holly Pond, Attalla, Gadsden, and Piedmont to end at the Georgia Line
75. From the southern limits of Interstate 59 at Cozy Corner via Pinson, Oneonta, Albertville, Rainsville, and Ider to end at the Georgia Line north of Ider
76. (US 280 part, US 231 part) from a junction with Alabama 25 north of Wilsonville via Childersburg to end at the junction with Alabama 21 at Winterboro
77. From a junction with Alabama 1 (US 431) in Lafayette via Wadley, Mellow Valley, Ashland, Talladega, Lincoln, Southside, Rainbow City, and Attalla to end at the junction with Alabama 1 (US 431) northwest of Attalla

78. *US Route Number - not used*
79. (US 231 part, US 431 part) from a junction with Interstate 59 (Northbound ramp) in Birmingham via Tarrant City, Pinson, Cleveland, Liberty, Brooksville, Guntersville, Scottsboro, Skyline, and Hytop to end at the Tennessee Line north of Hytop
80. *US Route Number - not used*
81. From a junction with Alabama 8 (US 80) in Tuskegee northerly to end at the junction with Alabama 14 in Notasulga
82. *US Route Number - not used*
83. From a junction with Alabama 3 (US 31) in Evergreen via Lyeffion to end at the junction with Alabama 47 in Midway
84. *US Route Number - not used*
85. From a junction with Alabama 27 in northeast Geneva northeasterly via Bellwood and Clayhatchee to end at the south boundary of the Fort Rucker Reservation in Daleville
86. From the Mississippi Line west of Pickensville easterly via Pickensville and Carrollton to end at the junction with Alabama 6 (US 82) southeast of Gordo
87. (US 84 part) from the Florida Line south of Samson northerly via Samson, Elba, and Spring Hill to end at the junction with Alabama 53 (US 231) in Troy
88. From a junction with Alabama 12 (US 84) in northwest Enterprise southeasterly to a junction with Alabama 192 and Alabama 167 in southeast Enterprise
89. From a junction with Alabama 21 near Snow Hill northerly via Carlowville to end at the junction with Alabama 41 north of Richmond
90. *US Route Number - not used*
91. From a junction with Alabama 69 at Wilburn via Arkadelphia and Hanceville to end at the junction with Alabama 74 (US 278) in Holly Pond
92. From a junction with Alabama 167 southeast of Enterprise easterly via Clayhatchee to end at the junction with Alabama 12 (US 84) north of Wicksburg
93. From a junction with Alabama 53 (US 231) near the south city limits of Brundidge northerly via Brundidge to end at the junction with Alabama 15 (US 29) in Banks
94. From a junction with Alabama 9 (US 331) in Ada southeasterly via Ramer and Dublin to end at the junction with Alabama 53 (US 231) in Orion
95. From the junction with Alabama 52 northerly via Columbia, Haleburg and Abbeville to end at the junction with Alabama 1 (US 431) south of Terese
96. From the Mississippi Line west of Millport via Millport and Kennedy to end at the junction with Alabama 18 in Fayette
97. (US 31 part) from a junction with Alabama 9 (US 331) north of Highland Home via Davenport and Hayneville to end at the junction with Alabama 8 (US 80) in Lowndesboro
98. *US Route Number - not used*
99. From a junction with Alabama 3 (US 31) in Athens northwesterly via Goodsprings to end at the junction with Alabama 207 north of Anderson
100. From a junction with Alabama 15 in Andalusia northeasterly to end at a junction with Alabama 12 (US 84) near the northeast city limits of Andalusia
101. From a junction at Lawrence County Road 460 west of Moulton northerly via Hatton, Town Creek, Elgin, and Lexington to end at the Tennessee Line north of Lexington
102. From a junction with Alabama 171 (US 43) north of Fayette easterly via Studdards Crossroads to end at the junction with Alabama 124 in Townley

103. From the Florida Line south of Fadette northerly and northwesterly via Fadette and Slocomb to end at the junction with Alabama 123 in Wicksburg
104. From a junction with Alabama 42 (US 98) in Fairhope easterly via Silverhill to end at the junction with Alabama 59 in Robertsedale
105. From a junction with Alabama 27 in Ozark northeasterly via Skipperville and Clopton to end at the junction with Alabama 10 north of Clopton
106. From the Conecuh-Butler County line east of Midway easterly via Georgiana to end at the junction with Alabama 15 (US 29) south of Brantley
107. From a junction with Alabama 18 west of Fayette via Bluff to end at the junction with Alabama 118 (US 278) in Guin
108. Proposed route from the junction of Alabama 8 & 21 (US 80) on the west side of Montgomery westerly to end at the junction of Interstate 85 east of Montgomery (known as the "Montgomery Outer Loop")
109. From the Florida Line southwest of Madrid northerly to end at the junction with Alabama 1 (US 231) north of Madrid
110. From a junction of Alabama 126 east of Montgomery southeasterly via Cecil and Fitzpatrick to end at the junction with Alabama 6 (US 82) west of Union Springs
111. From a junction with Alabama 212 in Wetumpka via Holtville to end at the junction with Alabama 143 north of Deatsville
112. Number not used – Route eliminated 05/25/04
113. (US 29 part, US 31 part) from the Florida Line in Flomaton northerly via Flomaton and Pineview to end at the junction with Interstate 65 near Barnett Crossroads
114. From a junction with Alabama 10 south of Lavaca northeasterly via Lavaca, Pennington, and Naheola, thence easterly via Myrtlewood to end at the junction with Alabama 69 southeast of Myrtlewood
115. From a junction with Alabama 9 south of Kellyton northerly to end at the junction with Alabama 38 (US 280) in Kellyton
116. From a junction with Alabama 17 south of Geiger easterly to end at the junction with Alabama 39 in Gainesville
117. From the Georgia Line south of Mentone northwesterly via Mentone, Valley Head, Ider, Flat Rock, Stevenson, and Bass to end at the Tennessee Line north of Bass
118. (US 278 part, Alternate US 78 part) from the Mississippi Line west of Sulligent via Sulligent, Guin, Winfield, and Carbon Hill to end at the junction with Alabama 69 in Jasper
119. (US 31 part) from a junction with Alabama 25 in Montevallo northerly via Alabaster, Pelham, and Oak Mountain State Park to end at the junction with Alabama 4 (US 78) in Leeds
120. From a junction with Alabama 49 in Reeltown southeasterly to end at the junction with Alabama 14 in Liberty City
121. *Number not used*
122. From a junction with Alabama 12 (US 84) in New Brockton northeasterly to end at the junction with Alabama 51 in Clintonville
123. From a junction with Alabama 167 south of Hartford northerly via Hartford, Newton, Ozark, and Ariton to end at the junction with Alabama 53 (US 231) west of Ariton
124. From a junction with Alabama 118 (US 78) east of Pocahontas southeasterly via Townley to end at the junction with Alabama 69 at McCollum
125. From a junction with Alabama 203 in Elba northeasterly via Arcus, Victoria, and Tarentum to end at the junction with Alabama 53 (US 231) south of Brundidge

126. (US 80 part) from a junction with Alabama 126 at Technacenter Drive east of Montgomery easterly parallel with Interstate 85 to end at a junction with Alabama 8 (US 80) at Waugh, thence westerly parallel with Interstate 85 to end at a point north of the beginning point of Alabama 126.
127. From a junction with Alabama 99 in Athens northerly via Elkmont to end at the Tennessee Line north of Elkmont
128. From a junction with Alabama 63 south of Alexander City easterly to end at Wind Creek State Park
129. (Alternate US 78 part) from a junction with Alabama 171 (US 43) north of Fayette, northerly via Hubbertsville, Glen Allen, Brilliant, and Haleys to end at the junction with Alabama 13 south of Haleyville
130. From a junction with Alabama 15 (US 29) east of Banks easterly via Shiloh to end at the junction with Alabama 51 southwest of Louisville
131. From a junction with Alabama 10 west of Blue Springs northeasterly via Texasville and Baker Hill to end at the junction with Alabama 1 (US 431) south of Eufaula
132. From a junction with Alabama 75 in Oneonta northeasterly via Tait's Gap and Altoona to end at the junction with Alabama 74 (US 278) east of Red Bud
133. From a junction with Alabama 20 southeast of Tuscumbia northerly via Muscle Shoals and across Patton Island Bridge to the junction of Alabama 157, thence easterly along Veterans Drive and northerly and westerly along Cox Creek Parkway to end at the junction of Alabama 20 west of Florence
134. (US 84 part) from a junction with Alabama 9 and Alabama 12 (US 331 and US 84) north of the L&N Railroad in Opp easterly via Ino, Turner Crossroads, Enterprise, Daleville, Newton, Midland City, and Headland to end at the junction with Alabama 95 near Columbia
135. From a junction with Alabama 182 east of Gulf Shores northwesterly through Gulf State Park to end at the junction with Alabama 180 in Gulf Shores
136. From a junction with Alabama 21 south of Monroeville southeasterly via Excel to end at the junction with Alabama 12 (US 84) west of the Conecuh-Monroe County Line
137. From the Florida Line south of Wing northerly via Wing to end at the junction with Alabama 15 (US 29) south of Andalusia
138. From the west denied access line of Interstate 85, 0.45 mile north of the centerline of Interstate 85 easterly to end at Alabama 8 in Shorter
139. From a junction with Alabama 22 in Maplesville northerly via Randolph and Brierfield to end at the junction with Alabama 25 southwest of Wilton
140. From a junction with Alabama 41 southeast of Selma easterly to end at the junction with Alabama 14 west of Burnsville
141. From a junction with Alabama 189 northerly via Danleys Crossroads to end at the junction with Alabama 9 (US 331) south of Brantley
142. From a junction with Alabama 118 (US 278) east of the Lamar-Marion County Line, northeasterly to end at the junction with Alabama 118 and Alabama 171 (US 43) in Guin
143. From a junction with Interstate 65 north of Montgomery northerly via Millbrook and Speigner to end at the junction with Alabama 3 (US 31) north of Marbury
144. From a junction with Alabama 53 (US 231) south of Wattsville northeasterly via Ragland and Ohatchee to end at the junction with Alabama 1 (US 431) in Alexandria
145. From a junction with Alabama 3 (US 31) in Clanton northerly to end at the junction with Shelby County Road 61 south of Wilsonville
146. From a junction with Alabama 65 at Swaim easterly to end at the junction with Alabama 79

north of Skyline

147. From a junction with Interstate 85 and Alabama 15 (US 29) in the southwest portion of Auburn northerly along Shug Jordan Parkway and North College Street through Auburn. Thence northerly via the Bottle and Gold Hill to end at the junction with Alabama 1 (US 431) north of Gold Hill
148. From a junction with Alabama 21 in Sylacauga easterly to end at the junction with Alabama 9 in Millerville
149. From a junction with Alabama 38 (US 280) westerly along Shades Creek Parkway and Lakeshore Drive, thence northerly along Green Springs Highway to end at the junction with Valley Avenue in Birmingham.
150. From a junction with Alabama 5 and Alabama 7 (US 11) in Bessemer easterly to end at the junction with Alabama 3 (US 31) in Hoover
151. From a junction with Alabama 79 north of Pinson northeasterly to end at the junction with Alabama 75 north of Pinson
152. From a junction with Interstate 65 north of Montgomery easterly along Alabama 152 to end at the junction with Alabama 9, Alabama 21, and Alabama 53 (US 231) at Madison Park
153. From the Florida Line south of Samson northerly to end at the junction with Alabama 52 west of Samson
154. From a junction with Alabama 69 north of Coffeerville easterly via McEntyre and Chilton to end at the junction with Alabama 13 (US 43) in Thomasville
155. From a junction with Alabama 3 (US 31) north of Jemison northwesterly via Wessington to end at the junction with Alabama 119 in Montevallo
156. From a junction with Alabama 17 at Jachin easterly via Robjohn to end at the junction with Alabama 114 south of Pennington
157. (US 72 Alt part, US 72 part, US 43 part) from a junction with Alabama 74 (US 278) east of Cullman northwesterly via Cullman, Moulton, Muscle Shoals, Florence, and Cloverdale to end at the Tennessee Line
158. From a junction with Schillinger Road west of Prichard easterly to end at the junction with Alabama 13 (US 43) in Saraland
159. From a junction with Alabama 6 (US 82) in Gordo, northerly via Lubdub to end at the junction with Alabama 171 in Fayette
160. From a junction with Alabama 3 (US 31) southwest of Hayden via Hayden and Nectar to end at the junction with Alabama 53 (US 231) in Cleveland
161. From a junction with Alabama 182 in Orange Beach northerly via Cotton Bayou to end at the junction with Alabama 180 east of Foley Beach Expressway
162. From a junction with Alabama 5 at Kimbrough northeasterly to end at the junction with Alabama 28 northwest of Millers Ferry
163. From a junction with Alabama 193 east of Theodore via Hollingers Island to end at the junction with Alabama 16 (US 90) in Mobile
164. From a junction with Alabama 10 near Camp Camden easterly to end at the junction with Alabama 28 in Camden
165. From a junction with Alabama 1 (US 431) west of Wylaunee northerly via Twinsprings, Jernigan, Loffin, and Fort Mitchell to end at the junction with Alabama 1 (US 431) in Phenix City
166. From a junction with Alabama 141 at Danleys Crossroads easterly to end at the junction with Alabama 12 (US 84) in Elba

167. (US 84 part) from the Florida Line southeast of Hartford northwesterly via Hartford, Highbluff, Enterprise, and Folsom Bridge to end at the junction with Alabama 87 south of Spring Hill
168. From a junction with Alabama 75 in Douglas easterly via Boaz and Kilpatrick to end at the junction with Alabama 68 west of Crossville
169. (US 80 part) from a junction with Alabama 1 (US 431) northeast of Seale northerly via Crawford to end at the junction with Alabama 51 in Opelika
170. From a junction with Alabama 9, Alabama 21, and Alabama 53 (US 231) in Wetumpka northeasterly to end at the junction with Alabama 63 in Eclectic
171. (US 43 part, Alternate US 78 part, US 278 part, Alternate US 78 part) from a junction with Alabama 13 (US 43) north of Northport northwesterly via Newtonville, Fayette, Winfield, and Guin to end at the junction with Alabama 17 (US 43) in Hamilton
172. From a junction with Alabama 19 at Vina easterly via Hodges and Hackleburg to end at the junction with Alabama 13 in Bear Creek
173. From a junction with Alabama 1 (US 431) in Headland via Newville and Capps to end at the junction with Alabama 27 southwest of Abbeville
174. (US 411 part) from a junction with Alabama 7 (US 11) in Springville southeasterly via Odenville to end at the junction with Alabama 53 (US 231) north of Pell City
175. From a junction with Alabama 14 west of Sprott northerly to end at the junction with Alabama 5 south of Heiberger
176. From a junction with Alabama 68 southeast of Collinsville northeasterly via Dogtown along Little River Canyon to end at the junction with Alabama 35 southeast of Fort Payne
177. From a junction with Alabama 13 (US 43) at Jackson southeasterly and northeasterly via Jackson to end at the junction with Alabama 13 (US 43) north of Jackson
178. From a junction with Alabama 13 (US 43) north of Grove Hill easterly to end at the junction with Main Street in Fulton
179. From a junction with Alabama 74 (US 278) at Howelton northerly via Aurora to end at the junction with Alabama 168 west of Boaz
180. From the end of the paved road in Fort Morgan Historic Park easterly via Gulf Shores and Orange Beach to end at Bear Point
181. From a junction with Alabama 42 (US 98) north to end at the junction with Alabama 3 (US 31)
182. From Pine Beach west of Gulf Shores easterly via Gulf Shores to end at the Florida Line
183. From a junction with Alabama 8 (US 80) in Uniontown northeasterly via Marion, and Sprott to end at the junction with Alabama 6 (US 82) northwest of Maplesville
184. From a junction with Alabama 2, Alabama 13, and Alabama 17 (US 43 and US 72) in Muscle Shoals easterly via Listerhill and Nitrate City to end at the junction with Alabama 101 north of Town Creek
185. From a junction with Alabama 3 (US 31) south of Greenville northerly via Greenville and Fort Deposit to end at the junction with Alabama 3 (US 31) south of Sandy Ridge
186. From a junction with Interstate 85 northeast of Tuskegee southeasterly to end at the junction with Alabama 8 and Alabama 15 (US 80 and US 29) southwest of Alliance
187. From a junction with Alabama 17 (US 43) north of Hamilton northerly via Hodges to end at the junction with Alabama 24 in Belgreen
188. From the northern limits of Interstate 10 north of Grand Bay via Grand Bay, Bayou La Batre, and Coden to end at the junction with Alabama 193 at Alabama Point

189. (US 84 part) from a junction with Alabama 52 in Kinston northerly via Elba to end at the junction with Alabama 9 (US 331) south of Brantley
190. *Number not used*
191. From a junction with Alabama 22 east of Maplesville northerly via Pleasant Grove to end at the junction with Alabama 3 (US 31) in Jemison
192. From a junction with Alabama 167 in Enterprise northwesterly and northeasterly to end at the junction with Alabama 12 (US 84)
193. From a point on the south abutment of the Dauphin Island Bridge northerly across the Dauphin Island Bridge via Alabama Point and Mon Louis Island to end at the western limits of Alabama 16 (US 90) near Tillmans Corner
194. *Number not used*
195. (US 278 part) from a junction with Alabama 5 in Jasper northerly via Poplar Springs, Double Springs, Ashridge, and Forkville to end at the junction with Alabama 13 in Haleyville
196. From a junction with Alabama 52 west of Geneva southeasterly to end at the junction with Alabama 27 south of Geneva
197. From a junction with Alabama 15 (US 29) south of Union Springs northerly along Rooney Street to end at the junction with Alabama 6 and Alabama 15 (US 82 and US 29) in Union Springs
198. From a junction with Alabama 239 in Clayton easterly to end at the junction with Alabama 30 in southeast Clayton
199. From a junction with Alabama 81 north of Tuskegee northwesterly to end at the junction with Alabama 14 southwest of Liberty City
200. From a junction with Alabama 21 in Piedmont northerly to end at the junction with Alabama 74 (US 278) in Piedmont
201. From a junction with Alabama 93 southeast of Banks northerly to end at the junction with Alabama 15 (US 29) east of Banks
202. From a junction with Interstate 20 in Talladega County northerly via Coldwater to end at the junction with Alabama 1 and Alabama 21 (US 431) in Anniston
203. *Number not used – Route eliminated*
204. From Alabama 1 (US 431) west of Crystal Springs via Angel to end at the junction with Alabama 21 in Jacksonville
205. From a junction with Alabama 1 (US 431) south of Boaz northerly via Boaz and Albertville to end at the junction with Alabama 1 (US 431) south of Guntersville
206. *Number not used – Route eliminated 2/1/2013*
207. From a junction with Alabama 2 (US 72) in Rogersville northerly via Anderson to end at the Tennessee Line north of Anderson
208. From a junction with Alabama 165 at Cottonton easterly to the east end of the Chattahoochee River bridge near Cottonton
209. *Number not used – Route eliminated 08/14/15.*
210. A highway, roughly circular, around Dothan connecting each of the highway routes radiating from that city and described in a clockwise direction beginning at Alabama 1 (US 231) in south Dothan and ending at Alabama 1 (US 231) in south Dothan
211. From a junction with Alabama 1 and Alabama 74 (US 431 and US 278) in Gadsden northerly to end at the junction with Alabama 7 (US 11) in Reece City
212. From a junction with Alabama 14 (Wetumpka By-Pass) east to end at the junction with Alabama 111 Company Street in Wetumpka

213. From a junction with Alabama 17 (US 45) northwest of Eight Mile Creek in Prichard northeasterly to a junction with Alabama 13 (US 43) in Saraland
214. *Number not used*
215. From a junction with Alabama 6 (US 82) in Tuscaloosa northerly along Greensboro Avenue to 15th Street, thence easterly along 15th Street and Veterans Memorial Parkway to end at the junction with Alabama 7 (US 11).
216. From a junction with Alabama 215 (University Boulevard) northeasterly via Brookwood to end at the junction with Interstate 59 near Bucksville
217. From a junction with Alabama 17 (US 45) northwest of Eight Mile Creek in Prichard northwesterly via Georgetown to end at the junction with Prine Road southwest of Citronelle
218. *Number not used*
219. (US 82 part) from a junction with Alabama 22 southwest of Selma northerly via Harper Chapel, Perryville, and Centerville to end at the junction with Alabama 5 north of Centerville
220. *Number not used*
221. From a junction with Alabama 41 southwest of Camden northerly to end at the junction with Alabama 28 northwest of Camden
222. *Number not used*
223. From a junction with Alabama 15 (US 29) northwest of Banks northeasterly via Saco to end at the junction with Alabama 6 (US 82) in Union Springs
224. *Number not used*
225. From a junction with Alabama 3 (US 31) near Spanish Fort northerly to end at the junction with Alabama 59 at Stockton
226. *Number not used*
227. From a point on the DeKalb-Etowah County line northerly via Crossville and Geraldine to end at the junction with Alabama 1 and Alabama 79 (US 431) in Guntersville
228. *Number not used*
229. From a junction with Interstate 85 South of Milstead northerly via Tuckabatchie, Tallassee, Burlington, Kent, and Red Hill to end at the junction with Alabama 63 south of Martin Lake
230. *Number not used*
231. *US Route Number - not used*
232. *Number not used*
233. From a junction with Alabama 129 in Glen Allen northerly to end at the junction with Alabama 74 (US 278) west of Natural Bridge
234. *Number not used*
235. From a junction with Alabama 38 (US 280) in Childersburg northerly along Plant Road to end at the junction with a paved county crossroads south of the CSX Railroad crossing at Grasmere
236. *Number not used*
237. From a junction with Alabama 172 west of Bear Creek northeasterly via Shady Grove to end at the junction with Alabama 13 in Phil Campbell
238. *Number not used*
239. From a junction with Alabama 30 in Clayton northeasterly along the western bypass and Louisville Street northwesterly along Midway Street via Smuteye to end at the junction with Alabama 15 (US 29) south of Union Springs

240. *Number not used*
241. From a junction with Alabama 74 (US 278) at White House northerly via Lumbull to end at the junction with Alabama 237 southwest of Phil Campbell
242. *Number not used*
243. From a junction with Alabama 195 near Rabbit Town via Pebble to end at the junction with Alabama 24 in Russellville
244. *Number not used*
245. From a junction with Alabama 10 in Greenville northwesterly to end at the junction with Alabama 185 in Greenville
246. *Number not used*
247. From a junction with Alabama 24 east of Red Bay northeasterly via White Oak to end at the junction with Alabama 2 (US 72) west of Tusculmbia near Pride
248. From a junction with Alabama 27 in Enterprise easterly to end at the west gate of Fort Rucker Reservation
249. From the north boundary of Fort Rucker Reservation northeasterly to end at the junction with Alabama 27 in Ozark
250. *Number not used*
251. From a junction with Alabama 3 (US 31) in Athens northerly to end at the junction with Alabama 53 in Ardmore
252. *Number not used*
253. From a junction with Alabama 118 and Alabama 171 (US 78 and US 43) in Winfield northerly via Twin, Pearces Mills, and Brinn to end at the junction with Alabama 172 in Hackleburg
254. *Number not used*
255. From Redstone Arsenal Gate 9, approximately 0.40 mile south of Interstate 565 northerly to end one mile east of Pulaski Pike in Huntsville
256. *Number not used*
257. From a junction with Alabama 195 at Five Points north of Jasper northerly via Curry to end at the Winston-Walker county line
258. *Number not used*
259. From a junction with Alabama 9 in Equality northeasterly to end at the junction with Alabama 22 in Alexander City
260. *Number not used*
261. From a junction with Shelby County Road 17 in Helena northeasterly to end at the junction with Alabama 3 (US 31) south of the Jefferson county line
262. *Number not used*
263. From a junction with Alabama 185 northwest of Greenville northwesterly to end at the junction with Alabama 21 near Braggs
264. *Number not used*
265. From a junction with Alabama 21 and Alabama 47 in Beatrice northerly via Chestnut and Fatama to end at the junction with Alabama 28 and Alabama 41 in Camden
266. *Number not used*
267. *Number not used – Route eliminated 10/22/15*
268. *Number not used*

269. From a junction with Avenue “V” and 20th Street in Ensley along 20th Street to Avenue “B” thence north across the Ensley viaduct via Mulga, Birmingham, Powhatan, Copeland Ferry Bridge, and Parrish to end at the junction with Alabama 69 in Jasper
270. *Number not used*
271. From a junction with Alabama 6 and Alabama 53 (US 82 and US 231) in southeast Montgomery northeasterly to end at a point approximately 0.50 mile north of Interstate 85 in Montgomery at AUM
272. *Number not used*
273. From a junction with Alabama 68 near Leesburg northeasterly to end at the junction with Alabama 35 near Blanche
274. *Number not used*
275. From a junction with Alabama 21 in Talladega northerly to end at the junction with Alabama 21 north of Talladega
276. *Number not used*
277. From the junction of Alabama 2 (US 72) near Stevenson northeasterly to end at the junction of Alabama 2 (US 72) near Bridgeport in Jackson County
278. *US Route Number - not used*
279. From a junction with Alabama 79 south of Scottsboro northeasterly to end at the junction with Alabama 2 (US 72) in Hollywood
280. *US Route Number - not used*
281. From a junction with Forest Development Road 600 (FH route 22) at Campbell Springs Road in the Talladega National Forest northeasterly via Cheaha State Park and Five Points to end at the junction with Alabama 4 (US 78) west of Heflin
282. *Number not used*
283. (US 411 part) from a junction with Alabama 25 in Centre northeast along Cedar Bluff Road to a junction with Alabama 68 (Centre By-pass), thence southeasterly along Centre By-pass to end at the junction with Alabama 25 southeast of Centre
284. *Number not used*
285. From Lakepoint Resort State Park northerly to end at the junction with Alabama 165 in Eufaula
286. *Number not used*
287. From a junction with Alabama 3 (US 31) at Courthouse Square in Bay Minette, north along Hand Avenue to a junction with Alabama 59 north of Bay Minette, thence northeasterly to end at the junction with Interstate 65.
288. *Number not used*
289. From a junction with Alabama 5 and Alabama 183 in Marion northerly to end at the junction with Alabama 14 in Marion
290. *Number not used*
291. From a junction with Interstate 759 in Gadsden northerly along portions of George Wallace Drive and Hood Avenue to end at the junction with Alabama 1 and Alabama 74 (US 431 and US 278) in Gadsden
292. *Number not used*
293. From the junction of Alabama 110 east of the Montgomery Outer Loop (Alabama 108) northerly to end at the junction of Alabama 126
295. From the junction of Alabama 13 (US 43) at a point near the south city limits of Grove Hill to

a point at the junction of Alabama 3 (US 43) near the north city limits of Grove Hill

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



ALABAMA
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