



ANOTHER PROJECT TO
 REBUILD
ALABAMA



ALDOT 2023 ANNUAL REPORT

**ONE HUNDRED TWELFTH ANNUAL REPORT
FISCAL YEAR 2023
OCTOBER 1, 2022—SEPTEMBER 30, 2023**

Mission Statement

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

Code of Alabama 23-1-35

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

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ALABAMA DEPARTMENT OF TRANSPORTATION

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Kay Ivey
Governor



John R. Cooper
Transportation Director

March 29, 2024

The Honorable Kay Ivey
Governor of Alabama
State Capitol
600 Dexter Avenue
Montgomery, AL 36110

Dear Governor Ivey:

Please find enclosed one copy of the Alabama Department of Transportation's 112th Annual Report. Additional copies are available by contacting Mrs. Haley Ansley at (334) 242-6729.

Sincerely,

John R. Cooper
Transportation Director

JRC/TH/

Enclosure

Alabama Department of Transportation Central Office, Bureau and Region Leadership as of September 30, 2023

Transportation Director

JOHN R. COOPER

Finance and Audits Bureau
JEFF HORNSBY

Legal Bureau
BILL PATTY

Special Counsel
ELLEN LEONARD

Office of Transportation Enforcement
COREY MASKE

Chief Engineer
ED N. AUSTIN

Office of Engineering Services
BRIAN DAVIS

Policy and Planning
CLAY P. MCBRIEN

Local Transportation Bureau
BRAD LINDSEY

Office Engineer Bureau
JOE LISTER

Computer Services Bureau
TERENCE BURKE

Research and Development Bureau
KIDADA DIXON

Pre-Construction

MATT LEVERETTE

Bridge Bureau
TIM COLQUETT

Design Bureau
STAN BIDDICK

Office of Quality Control Bureau
BRIAN INGRAM

Right-of-Way Bureau
PHILIP SHAMBURGER

Operations
GEORGE H. CONNER

Construction Bureau
STACEY GLASS

Equipment Bureau
STAN CARLTON

Maintenance Bureau
ERIC CHRISTIE

Materials and Tests Bureau
SCOTT GEORGE

Region

North Region Engineer
CURTIS VINCENT

East Central Region Engineer
DEJARVIS LEONARD

West Central Region Engineer
WALLACE C. MCADORY, III

Southeast Region Engineer
STEVE GRABEN

Southwest Region Engineer
MATTHEW ERICKSEN

Fleet Management
WILLIE BRADLEY

Administration
LAMAR WOODHAM

Aeronautics Bureau
FRANK FARMER

Air Transportation
JAMES KELLEY

Compliance and Business Operations Bureau
CLARENCE HAMPTON

Media and Community Relations Bureau
TONY HARRIS

Training Bureau
CRAIG GUTHRIDGE

Personnel Bureau
PHILLIP MCINTOSH

Alabama Department of Transportation Central Office, Bureau and Region Leadership as of September 30, 2023

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

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

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



Planning Ahead

The 2023 fiscal year marked a year when the focus for ALDOT was on getting things done and planning for the future. ALDOT awarded 201 contracts for road and bridge projects totaling nearly \$800 million, marking significant investments in resurfacing and maintenance, bridge replacements, congestion relief, economic development roads and local projects. Moreover, planning took center stage in January 2023 as the process for updating the Statewide Transportation Improvement Program kicked off. The STIP, also known as ALDOT's long-range plan, is a federally-mandated plan that includes ALDOT and Metropolitan Planning Organization-originated projects for 2024 through 2027. More than 50 public involvement meetings were held all around Alabama, representing input from citizens, local planning organizations and elected officials about their priorities for the next four years.

Rebuild Alabama Paving the way to Progress: Four Years of Rebuild Alabama

March 12, 2023, marked the fourth anniversary of the passage of the Rebuild Alabama Act, possibly the most monumental transportation infrastructure legislation ever passed in Alabama. Since its enactment, Rebuild Alabama has accounted for record new investments across Alabama. In addition to significant major projects on state, U.S. and interstate highways, the Rebuild Alabama Act has generated hundreds of millions that have been applied on local projects in all 67 counties.

The Rebuild Alabama Act is making it possible for ALDOT to address congestion relief and to open up rural counties through an economic development roads initiative. Local officials are checking off needed projects that simply would not be possible without revenues provided by Rebuild Alabama. That means safer, more efficient routes to school and to work; drives to the grocery store or to visit family are quicker and smoother; and critical healthcare is more accessible. Four years after its enactment, Rebuild Alabama's overall impact extends far beyond just roads and bridges. Driver safety, commercial efficiency and economic productivity are all aspects of the enhanced quality of life being delivered by Rebuild Alabama.



for FY 2024, which significantly enhances ALDOT's ability to match available federal funds.

The legislature approved a bill sponsored by Rep. Napoleon Bracy to give a two percent cost-of-living salary increase to all state employees beginning Oct. 1, 2023.

The legislature also changed the term of leadership of the Joint Transportation Committee from a one-year term to a two-year term, with leadership rotating between members of the House and Senate elected by their fellow committee members.

Drive Safe Alabama:

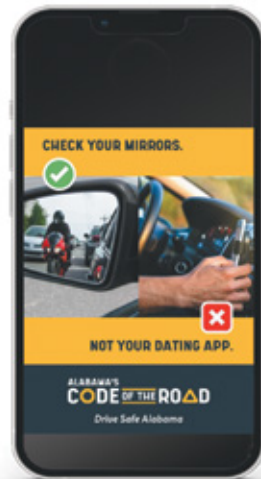
2023 Legislative Update

The 2023 session of the Alabama legislature ended in early June. This session saw the passage of a "hands-free driving bill" and a cost-of-living- increase for all state employees.

Senate Bill 301, sponsored by Sen. Jabo Waggoner from Jefferson and Shelby counties, expanded the prohibition against using wireless devices while driving. The bill expands on the existing law, which prohibits the use of devices to write, send or read text-based communications. The new bill also prohibits the use of devices to access the internet, play games, or watch videos.

The bill also includes a warning period for first-time violators. This means drivers who are caught using their phones while driving will not be ticketed or fined the first time. Instead, they will be given a warning and told that they could be ticketed if they are caught again. This warning period is intended to educate drivers about the dangers of distracted driving and to encourage them to change their behavior.

The 2023 session also saw the end of a diversion of ALDOT state funds that began in the 2011 fiscal year. The General Fund budget passed in 2023 restored \$23.5 million to the Department



There's a New Code of the Road

A new campaign from Drive Safe Alabama called Code of the Road seeks to drive down the more than 144,000 crashes happening on Alabama roads.

This campaign, launched in fall 2023, takes an entertaining approach to delivering a serious message about keeping yourself and others on the road safe. Watching out for your passengers or others on the road and caring about what



Outdoor boards, digital and streaming ads, social media posts, and videos carried the message of the Code of the Road campaign across the state.

happens to them is the basis for the "code." The campaign tagline is, "There's a Code of the Road, and knowing it helps you follow it."

Messages related to distracted driving, impaired driving, seat belt safety and speeding were featured in the Code of the Road campaign. Alabama crash data shows that these four areas have the greatest impact on highway safety in Alabama.

Through the Drive Safe Alabama highway safety public information campaign, ALDOT also engaged in community outreach and partnerships to reach people across the state. ALDOT employees taught students how to stay safe on the road through its participation in UR KEYS 2 DRV events.

UR KEYS 2 DRV is led by a coalition of safety stakeholders dedicated to addressing one of the leading causes of death among teenagers, motor vehicle crashes. Through hands-on exercises, hundreds of middle school and high school students learned about the importance of putting away distractions while driving. The life-saving benefit of wearing a seat belt and driving without impairments were also taught as part of the UR KEYS 2 DRV program.



ALDOT employees instruct students at a UR KEYS 2 DRV event. [top](#)

Hands-on simulations teach students the dangers of distracted driving. [top](#)



ALDOT was honored to hosts the region's largest transportation event of the year.

SASHTO 2023

ALDOT brought together more than 1,300 transportation officials and industry representatives from across the southeast to Mobile in August for the 82nd Annual SASHTO Conference.

SASHTO, the Southeastern Association of State Highway and Transportation Officials, provides an opportunity for professional development and coordination of important transportation issues under the umbrella of the American Association of State Highway and Transportation Officials.

Alabama's Port City provided a fitting backdrop for the SASHTO conference. From technical tours of the Port of Mobile and the Flight Works/Airbus facility to a presentation on the Mobile River Bridge and Bayway project, attendees got an inside look at some of the state's largest transportation facilities.

Special guest speakers Gov. Kay Ivey and U.S. Rep. Jerry Carl welcomed SASHTO attendees to Alabama.



Gov Ivey addressing attendees during the SASHTO 2023 Opening Session in Mobile, AL. *top*



ALDOT Chief Engineer Ed Austin opens SASHTO 2023. *bottom*

ALDOT Wins Perpetual Pavement Award

ALDOT was honored with a Perpetual Pavement Award for SR 52 (MP 20.537 to MP 28.742) in Geneva County. This marks ALDOT's 14th Perpetual Pavement Award. This prestigious award recognizes asphalt pavements which have been designed and built with outstanding care and exceptional quality.

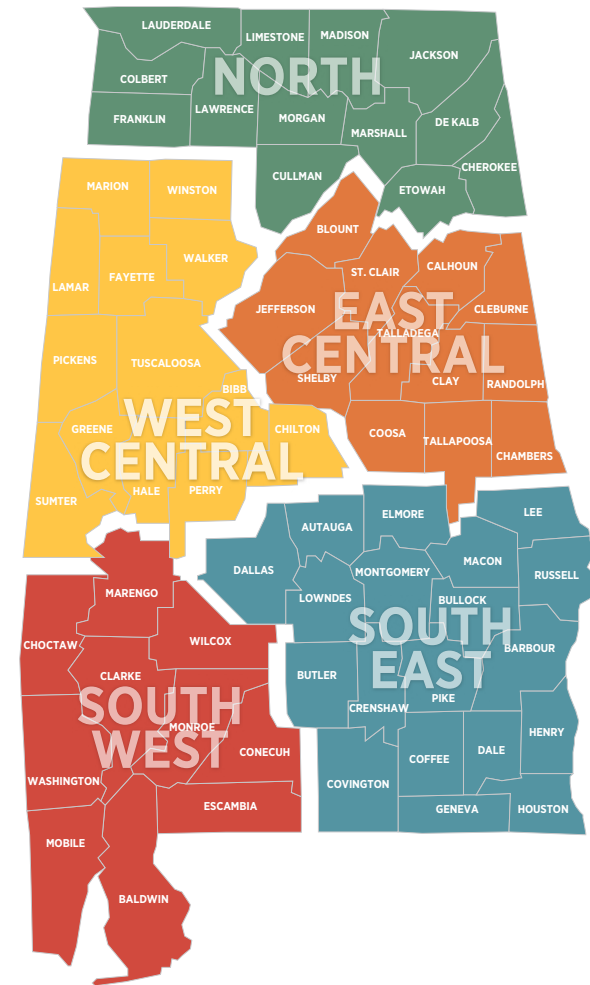
The Asphalt Pavement Alliance developed the Perpetual Pavement Award to recognize long-life asphalt pavements in the United States and honor asphalt pavements demonstrating outstanding design and construction.

On December 1, 2023, Mel Monk, Executive Director of the Alabama Asphalt Pavement Association, presented the Alabama Department of Transportation with their 2022 Perpetual Pavement Award: By Performance for SR 52 in Geneva County. There to accept the award on behalf of ALDOT were Deputy Director for Operations George Conner and Southeast Region employees John Eichelberger, Kendall Smith, Jim Adams, and Chris Huner.



Mel Monk presents George Conner, John Eichelberger, Kendall Smith, Jim Adams, and Chris Huner with ALDOT's 2022 Perpetual Pavement Award.

Region Updates



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



North Region

An emphasis on capacity improvements in the booming Huntsville area continued in FY2023, but the year also boasted many major project milestones in other parts of the North Region.

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

A \$44 million project to reconstruct nearly 11 miles of I-59 northbound between Reece City in Etowah County and Collinsville in DeKalb County was completed, and another \$40.7 million project began to replace about eight miles northbound from Fort Payne to Hammondville in DeKalb County. These projects followed an eight-mile reconstruction through Fort Payne completed in 2022. A project to reconstruct another eight miles of the northbound roadway from Hammondville to the state line will be let in early 2024. Another project to reconstruct 11 miles of the southbound roadway from Collinsville to Reece City is tentatively scheduled to let in late 2024.

In Cullman County, a \$12.8 million project funded through a federal Better Utilizing Investment to Leverage Development (BUILD) grant, to add lanes to nearly four miles of SR-157 between US-31 and SR-69 in Cullman, was completed. Bridges for the new northbound roadway were previously constructed at cost of about \$6 million. This project completed a four-lane corridor that extends more than 60 miles from US-278 east of Cullman through Lawrence County and into Colbert County. Gov. Kay Ivey and other state officials joined city leaders to celebrate completion of the project.

In Lauderdale County, ground was broken on a \$24 million expansion of two miles of US-72/ Florence Boulevard to six lanes from Indian Springs Drive to Sky Park Road. The project is funded through a BUILD grant and a combination of state and other federal funding.

In Franklin County, work began on a \$4.5 million bridge replacement on SR-247 over Cedar Creek.

In Lawrence County, the new SR-101 bridge over Big Nance Creek opened to traffic in May following a \$4.3 million construction project.

In Jackson County, a \$3.7 million ATRIP-II project constructed intersection improvements on US-72 at County Park Road in Jackson County.

In Marshall County, a \$1.34 million project installed a continuous green T intersection on US-431 at SR-79 to improve the safety of left turns to and from SR-79.

In Madison County, construction began on a \$34 million project to add an overpass and service roads on US-231/US-431 at Mastin Lake Road, extending the Memorial Parkway. Also, Design was substantially completed for the estimated \$50 million widening of a three-mile segment of I-565 from County Line Road to Wall Triana Highway in Madison from four lanes to six, anticipated to let in early 2024.

In neighboring Limestone County, construction continued on the expansion of SR-304/Huntsville Brownsferry Road between US-31 and I-65. The \$13.3 project includes additional lanes, bridges, and culverts. A first phase project widened the bridge at the Exit 347 interchange at a cost of \$2.8 million.

Also, the I-65 Welcome Center at Ardmore closed for replacement at the end of November 2022. Work began on the \$6.6 million demolition and site preparation the following month, and the nearly \$9 million building construction started in late spring.

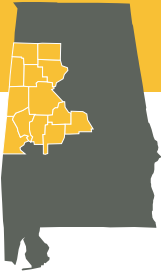
A \$23.7 million rehabilitation of the I-65 bridges over the Tennessee River in Morgan and Limestone counties let at the end of the fiscal year.

Maintenance projects included a slide repair in each of the region's two areas. In Tuscumbia



Construction is currently in progress on a \$4.5 million bridge replacement on SR-147 over Cedar Creek in Franklin County

Area, a \$2.2 million project installed a 28-foot-high, 330-foot-long soldier pile wall along SR-24 in Morgan County. Gunter'sville Area received assistance from the Hamilton District of the West Central Region to construct a rock buttress on a 400-foot-long, 100-foot-tall slope on SR-9 north of Piedmont in Cherokee County at a cost of about \$1 million.



West Central Region

The West Central Region is currently performing significant advancements through various ongoing and upcoming projects aimed at enhancing safety, connectivity and mobility. Additionally, the region successfully concluded multiple resurfacing and bridge projects during fiscal year 2023.

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

The major US-11 project from Daimler Benz Boulevard in Tuscaloosa County to the Highway 5 intersection in Bibb County that will improve traffic flow and enhance safety is underway. The 6.8-mile project will add lanes and a shared-use path to the roadway to accommodate the ongoing industrial development in the area. Construction is expected to continue until summer 2025.

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

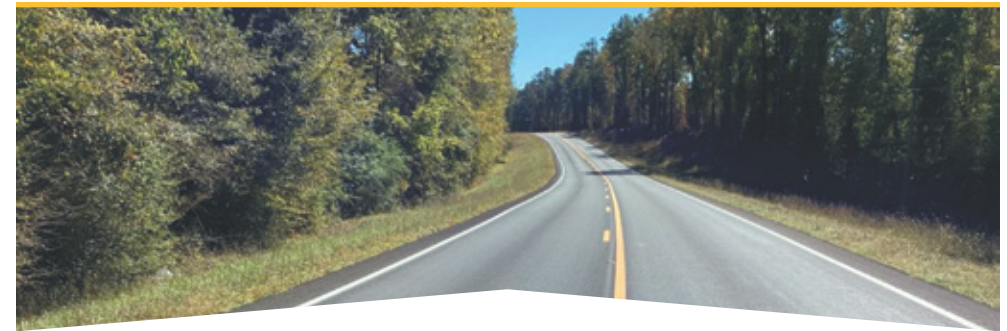
The West Alabama Highway is underway. The project, which occurs on US-43 from the intersection of Highway 5 in Thomasville to the Linden Bypass and on Highway 69 from the Linden Bypass to north of Moundville, will improve transportation connectivity through the heart of the Black Belt. The project will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

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

The Highway 69 flyover bridge project in Tuscaloosa County is expected to relieve congestion at the intersection of Highway 69 and US-11 (Skyland Boulevard). The bridge will allow traffic to pass through the intersection without stopping. The project will also add northbound and southbound lanes from the I-20/59 interchange to Plantation Road. This bridge will include separate ramps for vehicles to access I-20/59 and additional lanes to bring motorists down to the surface to gain access to Skyland Boulevard or Oscar Baxter Drive. More than 56,000 vehicles use this corridor per day, which is an increase of 11 percent since 2016. The project is expected to go to bid in early 2024 and will take approximately three years to complete.

The Gordo Bypass, a 6.2-mile project, continues to progress in Pickens County and will allow motorists to experience a quicker and safer route through West Alabama. The grade, drain and bridge portion was fully completed in 2023, while the base and pave portion is expected to go to bid in 2024.

A 16.7-mile micro-surfacing emulsion project on US-82 in Chilton County spanned from the Bibb County line to the Autauga County line, including the Maplesville rest area. This served as a



ALDOT's revolutionary use of micro-surfacing emulsion as a rut-fill solution on the US-82 repair project earned the prestigious 2023 AEMA Past Presidents' Award for Emulsion Excellence.

testament to ALDOT's commitment to adopting cost-effective and efficient solutions for pavement maintenance. By incorporating micro-surfacing as a rut-fill solution, ALDOT was able to revolutionize its approach to road repair. This technique proved to be not only effective but also economical. This innovative approach resulted in significant cost savings, amounting to an impressive \$2,318,844. This figure starkly contrasts with more traditional methods such as the mill-and-fill approach.

Bibb County featured a bridge replacement project on Highway 5 over Blue Girth Creek. The project began in spring 2023 and is expected to be finished by summer 2024. A resurfacing project also took place on Highway 25 from the junction of CR-67 to the Shelby County line.

Perry County substantially completed a safety widening and resurfacing project that converted four lanes to three lanes with bicycle lanes on Highway 14 in Marion.

Greene County substantially completed a resurfacing project on US-11.

Sumter County substantially completed a resurfacing project on Highway 39.

Winston County performed a rehabilitation project for the Duncan Bridge. The historic bridge on Highway 257 was given to ALDOT from the County. The project was substantially completed in fall 2023.

Hale County substantially finished a resurfacing project on Highway 25 from CR-85 to the Bibb County line.

Chilton County featured an intelligent infrastructure project that will provide the Traffic Management Center with better technological capabilities to manage traffic flow. The project began in early 2023 and is expected to finish in early 2024.

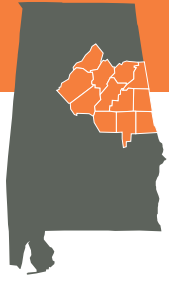
Lamar County finished two safety widening and resurfacing projects on Highway 17, while an additional resurfacing project on Highway 17 is underway.

Pickens County completed a resurfacing and curb-ramp project on Highway 86 and began a resurfacing project on Highway 17. A bridge replacement project is also underway on Highway 14 over Lubdub Creek.

Walker County began a resurfacing project on I-22 from the Highway 118 underpass to the Industrial Park underpass in Jasper that is expected to be completed in summer 2024. A bridge replacement and intersection improvement project on Highway 5 over the US-78A underpass in Jasper is scheduled to begin in early 2024.

Marion County substantially finished an 11-mile resurfacing project on I-22 and substantially completed a resurfacing project on Highway 129 from the junction of US-278 to near the junction of CR-48. A four-mile resurfacing project is also expected to take place on Highway 129 near the Winston County line.

Fayette County has a combined 10-miles of resurfacing projects on Highway 102 that are under construction and should be completed by late spring 2024. Additionally, a resurfacing project on US-43 is scheduled to be completed in summer 2024.



East Central Region

Significant Preconstruction Efforts Underway

There are several major projects that were underway in the preconstruction phase that are worthy of mention. These will be let in FY 2024 and will be the completion of long-awaited efforts. The Birmingham Northern Beltline bridges and paving from SR-79 to SR-75 will be let and will be the first of many BNB projects to go to construction and initially provide a connection from US-31 to SR-75. The redesign efforts of I-59 from I-459 to Chalkville Rd will make that project easier for construction and more accommodating for traffic. The I-65 lane additions from Alabaster to Calera will help alleviate congestion issues faced daily and magnified on beach weekends. And finally, the US-280 Widening to provide 4-lanes in each direction from Lakeshore to I-459.

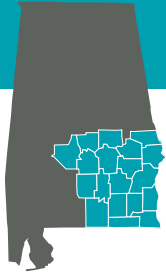
Construction in the East Central Region

There are many projects that have been recently completed or are under construction. Some of the major projects include: Red Mountain Expressway Resurfacing, Median Barrier Construction and Auxiliary Lanes, I-65 Rehabilitation and Resurfacing from US-31 in Vestavia to University Blvd, I-65 Pavement Rehabilitation from 32nd St to Daniel Payne, I-59 Safety Improvements including a new Friction Course Overlay from Aviation Dr to 4th Ave S. in Roebuck, I-20 Resurfacing from I-59 to US-78 in Leeds, I-20 Operation Improvement including the Removal of the EB Loop Ramp to 1st Ave N, Roadway Widening on SR-7 (US 11) from the Intersection of Chalkville Road to the Cahaba River Bridge in Trussville, Additional Lanes on SR-119 from the Intersection of CR-12 to the Junction of CR-26 in Alabaster, SR-160 Roundabout Construction at the I-65 Interchange in Smoke Rise, US-280 Resurfacing and Access Management in Chelsea, US-31 Resurfacing and Access Management in Alabaster, CR-52 Widening from South Shades Crest to I-459, I-20 Resurfacing in Cleburne Co from SR-46 to CR-49, I-20 Resurfacing in Talladega and Calhoun Co's from Bentley Pkwy to SR-21, Bridge Replacement on SR-34 over Poor House Branch in Talladega, Rehabilitation and Resurfacing on SR-275/SR-21 from South of Shocco Springs Road to CR-91/321 in Talladega, Bridge Replacement on SR-21 over Cheaha Creek in Talladega Co, US-431 Access Management and Resurfacing in Calhoun Co from SR-144 to SR-204, US-280 Access Management and Resurfacing in Childersburg.



Many projects in the East Central Region have helped with traffic congestion.

Southeast Region



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

Emergency Response

On January 12, 2023, severe weather effected much of Central Alabama. The Southeast Region had three confirmed tornadoes that day. An EF-2 in Selma, an EF-3 that started in Autauga County and persisted for approximately 82 miles before dissipating in Chambers County, and an EF-1 in Barbour County.

Area and District crews were quick to respond to clear debris and repair signals. It was a huge effort to restore the affected communities, with the Region assisting where needed to clear debris from all routes.

On August 29, 2023, a truck traveling on I-85 South in downtown Montgomery, crashed into the South Perry Street bridge and caught fire engulfing the bridge in flames.

To verify the extent of damage to the bridge structure, the Area and District had to close all lanes of traffic on I-85 South and the South Perry Street bridge and reroute traffic to avoid travel over the damaged bridge and relieve further congestion.

The Montgomery Area worked closely with the Region, as well as Bridge and Maintenance Bureaus to find a solution for traffic and repairing the damaged bridge.

Using the ALDOT Help Alert System, the Southeast Region TMC was able to draw a fence around the affected area and push an alert to cell phones within that fence about the closure. Once someone received the alert, they were able to opt out of messages or ask questions regarding the incident.

Emergency repairs began as soon as possible on August 29 and two interstate lanes were opened the next day. Once emergency repairs were complete and the damaged portion of

the bridge was removed, ALDOT finalized plans for permanent repairs. The Area was able to expediate the bidding process and award the project on September 5, 2023. The contractor worked continuously to open the South Perry Street bridge a week later.

Transportation Technology

The Southeast Region utilizes the Regional Traffic Operations Program (RTOP) to optimize signal performance along corridors to increase safety and decrease travel time and is one of many strategies used to optimize the performance of a corridor using the infrastructure that is in place. RTOP has been implemented in Troy, Prattville, Millbrook, Montgomery, and Wetumpka. The program was expanded to include Dothan for the 2023 Fiscal Year. There has been a 25-30% decrease in travel times where RTOP has been implemented.

Maintaining Current Infrastructure

The Southeast Region continued maintaining our current infrastructure by resurfacing approximately 384 lane miles. Five resurfacing projects included shoulder widening to aid in reducing the risk of vehicle rollover and severity of roadway departure crashes.

An extensive bridge replacement project on I-85 in Lee County showed major progress over the 2023 Fiscal Year with the contractor making an outstanding effort to end lane shifts and open all ramp configurations. The project remains on track to be completed 2024.

To continue the Region's effort to upgrade current bridges along I-85, two bridge widening projects were awarded during the Fiscal Year. Both projects, one in Macon County and the other in Lee County, will add full width shoulder to a total of eight bridges.



The second phase of the capacity project to expand US-82 in Prattville to four lanes will be completed in 2024.

Three major bridge projects were awarded in the Troy Area. One project will replace the bridge over Deal Creek in the Echo community in Dale County and two bridge rehabilitation projects will extend the life of two bridges over the Chattahoochee River in Barbour County and Houston County.

Rebuild Alabama Act Funds

Utilizing funds from the Rebuild Alabama Act, the Region began the second phase of the capacity project on US-82 in Prattville. The project includes resurfacing the original two lanes on US-82 from SR-14 to US-31 and replaces the original bridges over Autauga Creek and the Autauga Northern Railroad.

Once this project is complete in 2024, that portion of US-82 will be a four-lane highway.

Towards the end of the Fiscal Year, the Region started a project to build an auxiliary lane on I-85 South from Exit 11 to Exit 9 in Montgomery. The auxiliary lane will allow traffic entering the Interstate at Exit 11 to travel and exit the interstate at Exit 9 without merging into the flow of traffic.

The Southeast Region is dedicated to continuing the improvement and maintenance of the transportation network throughout the Region in Fiscal Year 2024 with planned projects and responding to emergencies, when needed.

Southwest Region



The Mobile River Bridge and Bayway Project (MRB)

Having now entered the procurement phase, ALDOT is moving forward with this project using funds from the \$125 million federal INFRA grant as well as a state funding commitment, a federal TIFIA loan and toll revenue bonds. This project will be the largest Mega-project in Alabama's transportation history at an estimated \$2.7 billion, forever changing how motorists travel and commute between Mobile and Baldwin Counties across the Mobile River and Bay. Utilizing the innovative Progressive Design-Build procurement process, ALDOT has selected two design builders for the project. The joint venture team, Mobile Bayway Constructors (Flatiron and Lane) was selected for the Bayway project and Kiewit-Massman-Traylor for the Mobile River Bridge project. Both design-build teams are currently working on the final design for the project as well as preparing a guaranteed maximum price. Groundbreaking is anticipated for 3rd quarter 2024 with early work packages commencing prior.

The West Alabama Corridor Project

The West Alabama Corridor is taking shape as its Design-Build team, Brasfield & Gorrie, continues to make progress on the design component to provide a four-lane highway from Thomasville to Tuscaloosa. This initiative includes widening existing two-lane segments of US 43 and SR-69 to four-lane highways within the state's Black Belt region. As part of that same initiative, the Department is under construction with the Linden Bypass, also known as the new SR-303, with a total contract cost of over \$139 million. This project includes 7.5 miles of 4-lane divided highway and 10 new bridges. Work began on December 5th, 2022, with an estimated completion date of early 2026.

State Route 158 Opens in Mobile County

After waiting close to twenty years for a new highway to come to fruition that connects I-65 in Mobile to the Mississippi state line, the wait was finally over as the new State Route 158 opened to traffic on October 17, 2023

The 14.3-mile project resumed active construction in 2015 after years of delays, primarily due to the Alabama Legislature's appropriation of BP Oil Spill settlement funds. Today, the new project is a model in environmentally friendly construction stormwater programs, roadway design, planning and regulatory compliance, being awarded the Award of Excellence from the Soil and Water Conservation Association.

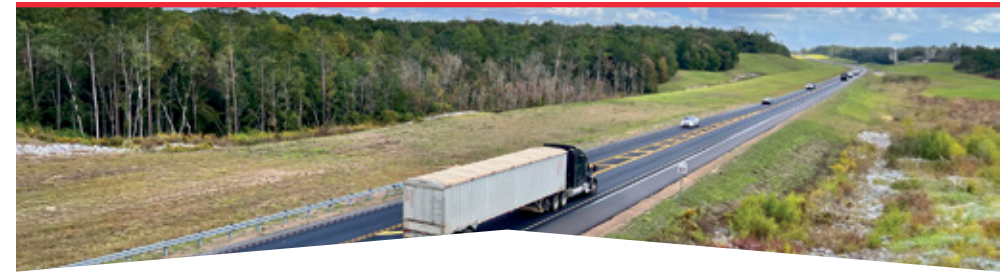
The current two-lane project is designed to be expanded to a four-lane highway in the future, as well as constructing several new interchanges as funding becomes available.

SW Region's First Roundabout

Breaking new ground, the Region completed its first roundabout construction project located on a state-maintained highway. The ATRIP II project, sponsored by Mobile County, is located on State Route 188 at County Road 19 near the town of Bayou La Batre. The \$1.79 million-dollar project will help alleviate traffic congestion and reduce crashes at this busy intersection. Another roundabout is planned as part of the ATRIP II Grant Program at Exit 10 ramps over I-65 in Chickasaw.

Highway Capacity Improvements

In Mobile County, the Interstate 10 widening project continues on-schedule and is nearly 85% complete. This segment will provide additional capacity along this busy stretch of interstate that carries over 70,000 vehicles daily on average. Along the coastal communities, the



State Route 158 was completed in fall of 2023.

Department had started work on a third bridge across the Intercoastal Waterway in Gulf Shores. The Waterway Bridge is a \$52 million project which is projected to reduce traffic congestion for residents and visitors and provide additional hurricane evacuation routes. Just a few miles to the north, the second phase of widening the SR-181 southward to State Route 104 was completed in 2023, providing additional capacity to one of the fastest growing areas of the state.

Concrete Intersection Improvements

Concrete Pavement was installed at several key locations this past year within the Region. Two intersections on SR-13 (US-43) received treatments at heavily truck-traveled intersections near the towns of Thomasville and Satsuma. Another intersection was constructed in Camden along SR-10. These projects involved replacing the existing failing pavement with a newer concrete pavement, helping ensure they will remain highly serviceable for years to come.

Alabama Transportation Rehabilitation and Improvement Programs II (ATRIP II)

In Fiscal Year 2023, the Southwest Region was granted an allocation of over \$7.6 million in ATRIP-II funds. The Mobile Area received over \$4.4 million, while the Grove Hill Area received over \$3.2 million. ATRIP-II is an annual competitive grant program established by the Rebuild Alabama Act in 2019 that gives local agencies an opportunity to get projects of local interest built with dedicated state transportation funding.

Several previously awarded ATRIP-II projects began construction in FY2023 with the goal of improving safety and adding efficiency. Those projects include roadway lighting and an acceleration lane at the intersection of

US-43 at SR-56 in Washington County, a project to add a center turn lane on a 2-mile stretch of US-43 in Clarke County as well as a right turn lane on SR-136, in the Town of Excel at the entrance to Excel High School.

Regional Traffic Operations Program (RTOP)

ALDOT partnered with a dedicated team of consultants to implement and expand remote signal monitoring in the Grove Hill Area in FY23, which includes outfitting all traffic cabinets on state routes with updated timing plans and hardware. The most recently installed are in towns of Thomasville, Monroeville, Demopolis, and Camden. With this, now 100% of the signals in the Region have remote capabilities, allowing the Department to be more efficient and responsive to issues.

Bridge Replacements

Four bridge projects totaling \$24 million were completed in FY 2023. They include bridge replacements over AGR Railroad on US-43 in Marengo County, Cottonwood Creek on US-80 in Marengo County, Cub, and Moccasin Creeks on SR-5 in Wilcox County, and Mud Creek on SR-5 in Wilcox County. Construction began on the bridge replacement over Sepulga River on I-65 in Conecuh County as well. This project will replace six bridges on I-65.

Region Pavement Preservation Program

Nearly 264 lane miles of roadway were resurfaced in FY2023 in the Region as part of the Pavement Preservation Program. This program was created so ALDOT can maintain its existing infrastructure to acceptable FHWA standards. In total, eight projects totaling over \$25 million were completed in the Mobile Area and ten projects totaling slightly under \$24 million were completed in the Grove Hill Area.



Administration & Bureaus

Administration

Transportation Director

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

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

In addition, the Director may develop and promulgate such rules and regulations as are determined necessary to ensure compliance with federal laws and regulations.

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

The Transportation Director is Chairman of the Board of Directors of the Alabama Industrial Access Road & Bridge Corporation. In addition, he is a member of the American Association of State Highway and Transportation Officials (AASHTO) Board of Directors and the Southeastern Association of State Highway and Transportation Officials (SASHTO) Board of Directors. He serves as a member of the Alabama Highway Authority, Alabama Highway

Finance Corporation, Alabama Scenic Byways Approval Committee, Coosa Valley Development Authority, and Homeland Security. In addition, he serves as a member of the Governor's Task Force on Development of Economically Distressed Counties, Southern Rapid Rail Transit Commission, State Safety Coordinating Committee, Tombigbee Valley Development Authority and Tourism and Travel Advisory Board.

Chief Engineer

The Chief Engineer serves at the pleasure of the Transportation Director. The Transportation Director appoints the Chief Engineer with the approval of the Governor. The Chief Engineer is required to be a licensed professional engineer in the State of Alabama with a minimum of 15 years of progressive professional engineering experience pertaining to planning, development, construction and maintenance.

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

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

Deputy Directors

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

The Transportation Director assigns duties to deputy directors as necessary for the administration and execution of work of the Department of Transportation. Current appointments are a deputy director of operations, a deputy director of administration and a deputy director of fleet management.

Deputy Director of Operations

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

Deputy Director of Fleet Management

The function of the Deputy Director of Fleet Management is the development of a Statewide Fleet Management Program to provide for the

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

Deputy Director of Administration

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

small number of primary and auxiliary airfields to the Alabama Aeronautics Department. ALDOT continues to own two former auxiliary airfields in Lawrence County that no longer serve as airports. ALDOT leases these two sites for agricultural purposes. At the end of fiscal year 2023, the SMFF had a principal balance of \$7,012,862.40 invested in various interest yielding instruments. Interest earned this fiscal year amounted to \$150,398.13. 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.

A Commercial Aviation Assistance Program was established pursuant to Alabama Act #2021-479 which provided a one-time allocation of \$1,500,000 for capital improvements, land acquisition, air service development, and terminal facilities associated with the relocation of commercial air service and Act #2022-270 which provided a final appropriation of \$1,500,000 for a Commercial Aviation Assistance Program for capital improvements, land acquisition, air service development, and terminal facilities associated with the relocation of commercial air service. Funding for the Commercial Aviation Assistance Program was made available to the Alabama Department of Transportation (ALDOT) by an Interdepartmental Agreement with the Alabama Department of Economic and Community Affairs (ADECA). The Aeronautics Bureau issued the Mobile Airport Authority a Commercial Aviation Assistance Program grant in the amount of \$3,000,000 for projects at the Mobile International Airport.

The Aeronautics Bureau provides state matching funds to the State's publicly owned, public use airports for planning and capital improvements to their airfield facilities. Its staff works closely with the cities, counties, and local airport

authorities that operate the State's 72 general aviation airports and six commercial service airports to plan and fund capital improvements for their facilities. With supplemental funds received from the Alabama Department of Economic and Community Affairs, the Aeronautics Bureau was able to issue \$5,021,866 in state grant funds to airports for planning, capital improvement projects and airport pavement maintenance.

During the 2023 fiscal year, the FAA issued a total of \$93,227,149 in grants to airports within the State of Alabama. These grants consisted of \$19,680,397 in entitlement funds, \$25,307,904 in discretionary funds, \$12,021,328 in supplemental discretionary funds, and \$36,217,520 in Bipartisan Infrastructure Law (Bil) funds.

Inspecting and licensing the State's public and private use airports and heliports are the second major function of the bureau. Except for personal use facilities, airports and heliports owned or controlled by the federal government and FAA certificated airports, the Alabama Department of Transportation must license all landing areas in the State of Alabama. It is with the minimum requirements of the Department of Transportation.

Aeronautics Bureau

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

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

The ADF receives revenues generated by the state excise tax on the sale of aviation and jet fuels. The excise tax imposed on these fuels is the primary revenue source provided by the State of Alabama for the bureau's airport improvement program and its operating budget. During the 2023 fiscal year, the tax for aviation fuel was .095 cents per gallon and the jet fuel rate was .035

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

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

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 assists 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 upon request.

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

During this reporting period, a total of 20 bridge projects were let to contract at a total cost of \$96,313,685.83. See summary below.

20
Bridge Projects

Contracts Worth
\$96,313,685.83

Compliance Bureau

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

Internal Programs

The Internal Programs Unit administers and monitors the Title VI Program and the Transportation Workforce Development (TWD) Program.

Title VI Program

The Title VI Program ensures that ALDOT and its subrecipients are in compliance with Title VI of the Civil Rights Act of 1964 and all related non-discrimination laws. During fiscal year 2023, Federal Highway Administration (FHWA) approved the Title VI Implementation Plan and the Title VI Goals and Accomplishments Report that were submitted by ALDOT. Both reports can be found on ALDOT's website. In addition, 60 consultant contracts and 46 supplemental agreements were reviewed and 31 Title VI assessments were conducted.

The Transportation Workforce Development (TWD) Program

The Transportation Workforce Development (TWD) Program is an internship program that is designed to expose high school students to career opportunities that exist in the transportation industry, while also enhancing work-readiness, life skills, and leadership development. In addition, the program enables college students the opportunity to gain experience in transportation-related careers that link to their specialized program of study. The TWD Program is funded by ALDOT on an annual basis. Alabama State University (ASU) was awarded the contract to implement the program for fiscal year 2023. There were twelve students placed at ALDOT during fiscal year 2023.

External Programs

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

On-the-Job-Training Accomplishment Report

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

On-the-Job-Training Supportive Services

The OJT/SS Program is allocated FHWA funds to increase the effectiveness of approved training programs. During FY 2023, ALDOT's OJT/SS Program contracted with Bishop State Community College to provide a Heavy Highway Construction Pilot Training Program and a Pre-Apprentice Carpentry Pilot Training Program. In addition, the OJT/SS Program contracted with Auburn University to provide a Highway Construction Craft Laborer Training Program. During FY 2023, the Heavy Highway Construction Pilot Training Program and Pre-Apprentice Carpentry Pilot Training Program graduated six (6) participants. The Highway Construction Craft Laborer Training Program is currently in progress.

Computer Services Bureau

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

The Administrative Section of Computer Services had a structural change due to the retirement of Operation Support's Assistant Bureau Chief with 54+ years of service. Computer Services had an additional 10 retirements and/or resignations during the fiscal year. From October 1, 2022, to September 30, 2023, the bureau has made 23 employee promotions, and hired 14 additional personnel.

Computer Services Network Infrastructure section was instrumental in the downtown State Motor Pool being closed and relocated to the central office complex. The Mobile River Bridge project office was reopened, and all network services were established to support this project.

Several district offices in rural areas of the state were upgraded to provide better network bandwidth by implementing cellular solutions and cable internet. Network cable and rack cleanup were performed at Grove Hill Area office, Alexander City Area office, Gunter Annex, and sites on Central office campus.

The Intranet Support area (Document Management, SharePoint and PowerApps) has managed to meet multiple milestones this year. Using the PowerApps Platform, the team has managed to rewrite four major SharePoint workflows. These workflows are: PEB, PCE, Global Announcements, and Conference Center Request. On the SharePoint side, the team has started migrating content and data to a new environment that will be accessible 24/7. The proposed timeframe for the new environment to be fully functional and accessible to all ALDOT personnel is by late Spring 2024. The migration will help minimize aggregated hardware resources and connectivity issues, as well as

create smoother transitions and accessibility with other M365 environments. Finally, the Document Management area which uses eDocs has upgraded and migrated all but one of its data libraries to SQL (from Oracle). The move to SQL has been ongoing, but this overall transition for the eDocs system will be easier to support and troubleshoot by Computer Services staff once this is in place.

The GIS Support section completed the process of migrating its entire user base to ESRI's ArcGIS Pro environment, successfully moving away from the deprecated ArcGIS Desktop software as ALDOT's primary GIS end user resource, accommodated users' training needs for the transition, and began moving away from a GeoDatabase focused environment by replacing users' database connections with Geospatial data services, and began working with multiple external entities, including universities and regional planning commissions, with the intent of those entities utilizing ALDOT's Route network as an authoritative source for Alabama route data moving forward.

The Internet Support area is responsible for the main external website of ALDOT. This year they worked with top ALDOT officials and personnel to also host and maintain the website for the SASHTO 2023 Conference that was held in August. Internet Support was responsible for creating and updating the website, contacting the vendor company responsible for the overall sashto.org site, and ensuring all data posted was accurate and viewable 24/7. The next project for them is assisting Media Relations and the hired contract company to get the ALDOT News Hub up and running.

Engineering Systems Development has made some updates and improvements to modernize existing applications. These included the Stormwater Reporting Application, Asphalt & Fuel Indices, CPMSM, PPR, etc. Most of the applications designed and supported within Engineering Development are requested and used by other bureaus such as Design, Maintenance, Right of Way, Construction and Local Transportation.

Information Security worked closely with the Active Directory and Technical Support teams in deploying Tanium to all PCs. This is to assist end users with the ability to load software approved for their sections and provide an easier method to update their own PCs. The INFOSEC team has worked with the techs around the state in determining the PCs that must be replaced to support Windows 11 statewide by October 14, 2025. The INFOSEC team has been gathering data from Azure Defender for Endpoints, from PCs that have been enrolled to date. The data is being fed into Splunk for alerts and dashboards, so far, the information is more accurate than system logs and provides data for determining lateral movement from node to node. The physical security team has been working with our physical security vendor on upgrading the old hardware to ensure the door security systems will operate efficiently for years to come. The camera systems are also being upgraded with new servers and operating system software. We are replacing older cameras no longer under warranty with new cameras and assisting the Regions with planning for refreshing older sites.

In a recent initiative, we executed a redesign of the Construction and Materials Management System (CAMMS) to modernize the application and improve its functionality.

This redesign of CAMMS, which is used statewide, is aimed at optimizing user experience, has introduced several noteworthy enhancements. Most notably, we incorporated advanced features such as the capability to export data to Excel, enabling more efficient data analysis, and reporting. Additionally, we

implemented a more user-friendly approach to filtering and sorting grids, providing a customized and streamlined workflow.

Recognizing the paramount importance of security, we fortified the system with additional layers of protection. By adhering to industry standards for authentication, we have bolstered the overall security posture of CAMMS, ensuring the integrity and confidentiality of sensitive data.

One significant aspect of the redesign is the expedited delivery of updates to production. This ensures that the application stays current with evolving requirements, allowing for a more agile response to changing needs.

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

Bureau Functions

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

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

Plans for projects funded with state or federal monies undergo review by the Bureau prior to lettings to determine contract time, constructibility, 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.

Environmental Technologies

In addition, the Bureau provides environmental compliance reviews of active construction projects, and reviews environmental products and new technologies, as part of the Product Evaluation Board, for potential use on construction projects. It provides oversight, maintenance, and updates of documents and systems utilized for environmental contract administration while overseeing the Unmanned Aerial System (UAS) construction inspection and observation program. The Bureau sponsors

research to advance the Department's construction practices to keep pace with modernization and ever-evolving regulations, and provides guidance in environmental issues including the protection of threatened and endangered species during construction. It also trains approximately 500 ALDOT, consultant, and county inspection personnel each year for the Qualified Credential Inspector program required by the NPDES permit.

E-Construction

The e-Construction section continues to provide support and leadership in construction technology that includes ALDOT's construction management system, CAMMS, which is now the only means of documenting construction and testing activities. Overall, the e-Construction section is responsible for the implementation and maintenance of technologies to transition the Department to paperless construction. Implementation initiatives have been established including providing tablets for project inspectors, document management (including e-submittals), document retention, e-forms, e-plans, e-publications (including a revised Construction Manual), e-ticketing, and system coordination for all these technologies.

Safety Promotion

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

Disadvantage Business Enterprises (DBE)

The Bureau administers ALDOT's Disadvantage Business Enterprises (DBE) Program through the

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

The ALDOT DBE Program has 855 certified firms within its directory. The DBE Section continued their public outreach sessions designed to educate DBEs and improve their bidding opportunities related to major construction projects. The DBEs bidding efforts resulted in an estimated total dollar amount of \$42,761,731 awarded to DBEs during this reporting period.

ALDOT utilized one private company to provide DBE supportive services to DBEs throughout the state. ALDOT Unified Certification Members partnered with Alabama State University-SBDC,

Mobile Airport Authority, and Alabama Minority Vendors to provide training for DBEs on certification and contract procurement. The ALDOT SBE Program provided selected contracting opportunities on federally funded highway construction projects to small businesses.

SBE

The SBE is a race neutral program designated to provide select contracting opportunities to small businesses on federally funded highway construction projects for qualified firms.

Current Projects

ALDOT's construction program currently has approximately 292 active projects underway at a contract amount of approximately \$2.183 billion.

292
Active Projects

Contracts Worth
\$2,183,000,000

The Design Bureau encompasses an extensive range of duties in its mission to produce roadway plans. The Design Bureau is organized into four Divisions: Preliminary Engineering, Traffic Engineering, Final Design and Quality Control. The Preliminary Engineering Division consists of Location Section, Environmental Technical Section, Stormwater Section, and Environmental Coordination Section. Traffic Engineering Division consists of Traffic Design Section, Traffic and Safety Operations Section, and Safety Planning Section. The Final Design Division consists of two Roadway Design Sections and the Design Services Section. The Quality Control Bureau was incorporated into the Design Bureau this year and is responsible for conducting plan reviews and value engineering.

Administration

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

Preliminary Engineering Division

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

Location Section

The Location Section consists of 45 employees with 18 in office and 27 statewide survey crew. The section is responsible for engineering of Corridor Studies, Bridge Replacement Studies, FAA clearance, traffic studies, reviews toll studies, and updates the status of the Appalachian Development Highway System. The section also performs statewide surveys, reviews consultant surveys, maintains photography, lidar, and mapping, and maintains the CORS network.

Location has 3 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 24 projects, including 8 special projects. Special projects require preliminary alternatives development, traffic analysis, and cost comparison estimations. Location created 1 IMR document and reviewed 2. We have 12 active bridge replacement projects and provided FAA clearance for 13 projects. Location reviewed 14 projects for Right-of-Way givebacks.

Location Survey collected survey for 14 separate projects. GPS Control crew set 113 control points for 8 projects to be collected by our Statewide crews as well as consultants. 402 control panels were established along 36 miles of interstate and state routes for high precision mobile scanning. Over 54 miles of level lines were run to establish precise elevations on these points.

The Location Section maintains Digital Information Cooperative Agreements with all 67 counties in the state. This allows for not just Design Bureau, but for all ALDOT as well as other State and Federal agencies to have access to the most up to date Orthophotography, LiDAR, and Mapping. This year, we began the process of creating GIS databases for each county that contains all of the planimetrics and parcel data to continue making the acquisition of that data more readily-available. A procedure was created to convert location sections' existing survey files over to GIS shapefiles in order to better archive the data and display it for users in a form other than CADD. This section was also responsible for processing 46 aerial LiDAR requests and 13 high precision mobile scan projects, and 7 terrestrial scan projects. They were used to extract break-lines and produce maps to forward to Roadway Design. CORS (Continuously Operating Reference Station) network has 50 sites across the

state in which 1542 users were added this year to bring the total to 2801 users.

Environmental Technical Section

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

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

During the 2023 fiscal year, ETS prepared and obtained approval for 19 Categorical Exclusions (CE) and updated 47 previously approved environmental documents. An additional 165 CE's were prepared and approved statewide in accordance with the Programmatic Categorical Exclusion (PCE) agreement with FHWA. Presently the ETS has reviewed 32 State Environmental documents for local-state partnership and Rebuild Alabama projects across the state and is also managing three (3) active Environmental Assessments.

The ETS now operates with liaisons at the U.S. Army Corps of Engineers, the Alabama Historic Commission, and the U.S. Fish and Wildlife Service to expedite and prioritize the review of permit applications and other Department project submittals. Additionally, the ETS has committed to virtual public involvement strategies that enhance existing processes in order to engage the public through technology-based media, signage and other contactless methods.

Stormwater Section

The Bureau's Stormwater Section consists of three (3) employees and manages the implementation of the National Pollutant Discharge Elimination System (NPDES) as passed by Congress under the Clean Water Act (CWA) of 1987. Under the NPDES, ALDOT is required to seek coverage under the Alabama Department of Environmental Management's (ADEM) Construction General Permit (CGP). In addition to acquiring, processing, and reporting under the CGP, the Section provides guidance on erosion and sediment control design at the policy and project level.

ADEM issued the current CGP on April 1, 2021, and it expires March 31, 2026. 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 42 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 34 terminations.

As part of the plan development process, the Section reviewed 98 plan assemblies during Plan-In-Hand, Plans Specifications & Estimates, and Final Quality Control plan reviews. The group also provided design and analysis of pre and post construction hydraulic designs in the development of detention/retention ponds, bio-swales, infiltration ditches and other post construction elements to reduce water flow volumes and velocities leaving the Department's rights-of-ways.

Environmental Coordination Section

The mission of the Environmental Coordination Section (ECS) is to (i) promote internal awareness regarding environmental activities conducted throughout ALDOT and (ii) facilitate communication about ALDOT environmental activities and accomplishments with external stakeholders (e.g., other government agencies, environmental advocates, citizens). ECS was assigned two (2) employees throughout FY 2023.

One key responsibility of ECS is ensuring Department-wide compliance with the

ADEM-issued MS4 permit, which regulates activities affecting urban stormwater discharges. During FY 2023, ECS oversaw the continued implementation of the MS4 Stormwater Management Program Plan and compiled the FY 2022 MS4 annual report, which entailed extensive coordination by ECS with all MS4-applicable ALDOT offices.

ECS performed other activities requiring internal coordination during FY 2023, such as providing orientation regarding environmental matters for some ALDOT offices and initiating investigations of environmental concerns submitted by citizens. ECS interacted with external stakeholders during FY 2023 by giving presentations at multiple professional conferences, communicating with various environmental advocates, developing educational materials targeted for the general public that were published on the ALDOT Web site, and representing ALDOT in the Alabama Stormwater Association (ASA). With respect to ASA, ECS personnel maintained a comprehensive contact list of Alabama stormwater professionals, assisted in the facilitation of seminars to promote collaboration among stormwater professionals, and provided leadership on the ASA board of directors.

Final Design Division

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

Special Projects Section

The Special Projects Section is responsible for coordinating the Department's efforts for Alternative Project Delivery activities. There are four active corridors being developed for Design-Build project delivery. The West Alabama Highway, funded by the Rebuild Alabama Act, will provide a four-lane route between Mobile and Tuscaloosa. This first-ever Progressive Design Build modeled project will finish the corridor between Thomasville and Moundville. The contract with the Design Build Team was executed October 23, with work beginning in earnest the next day. The West Central Alabama

Highway will provide four-lane connectivity between Fayette and I-22. This project is in the development stage. The other two projects, the Mobile River Bridge and I-10 Bayway are being handled by the Alabama Toll Authority and are outside the oversight of this office. Other activities of the Section include providing administrative support for the West Alabama Highway team, developing guidance, and providing reference materials in support of all alternative delivery projects.

Roadway Design Sections

The Roadway Design Sections have 27 employees and consists of two functional areas: Five (5) Design Teams develop roadway plans and the Hydraulic Support Group designs and reviews hydraulic drainage systems.

The Design Teams prepare plans that include grade, drain, bridge, bridge replacement, interchange modifications, base and pave and resurfacing projects. Through the plan development process, personnel from the Teams attend public involvement meetings and plan reviews. In the 2022/23 fiscal year there were 35 projects in the development process. Four (4) projects were bid for construction totaling \$63 million. The projects include two (2) interstate multi bridge widenings, and two (2) bridge replacements (1 with intersection improvements).

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

Design Services Section

The Design Services Section employs fifteen (15) people of various classifications and is comprised of 6 separate groups: Contract Management, Project Management, CADD Support, Standard Drawings, Systems Operations, and Visualization. The administrative support portion of this group is comprised of one (1) employee.

The Contract Management Group has four (4) employees and is responsible for preparing

consultant agreements, negotiating fees, executing consultant contracts, handling approvals of consultant purchase orders, maintaining the consultant pre-qualification and on-call services lists, and coordinating activities and/or submittals to the Legislative Oversight Committee, Consultant Selection Committee, and Fee Judging Committee. In fiscal year 2023, the Section executed 163 consultant contracts totaling \$315.8 million.

The Project Management Group has one (1) employee who manages, and reviews preliminary and final roadway plans and is responsible for the review and evaluation of highway capacity and interchange justification studies prepared by consultants. The Group supervised over 27 consultant projects with a total estimated construction cost of over \$1.7 billion. Two (2) of these projects were let to contract at a total low-bid construction cost of over \$41.8 million.

The CADD Support Group has one (1) employee who provides training and support to employees directly and indirectly involved in the production of roadway plan assemblies. The training provided is classroom based for applicable software, ALDOT design procedures and project assistance training. During the past year, the Group worked on the resources needed to convert ALDOT and Consultant design efforts from the MicroStation / InRoads platforms to OpenRoads Designer platform.

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

The System Operations Group has six (6) employees who are responsible for technical support, design software and hardware maintenance contract negotiations and licenses for the Design Bureau and Regions. It supports plotting and printing standards for statewide plan production. The group administers inventory control for the Bureau.

The Visualization Group has one (1) employee who generates computer renderings and

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

Traffic Engineering Division

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

Traffic Design Section

The Traffic Design Section currently has eight (8) employees and is composed of five groups: Traffic Signal System Design group; Roadway Lighting System Design group; Intelligent Transportation System (ITS) Design group; Traffic Analysis and Modeling; and the Signing, Striping, Pavement Marking and Traffic Control Plan (TCP) group.

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

The Roadway Lighting System Design group's function is to provide electrical engineering services as needed by the Roadway Design Section, the Construction Bureau, and the Department's Regions and consultants. Its responsibilities include all aspects of the electrical portion of a project including analyzing roadway lighting warrants to determine Federal Highway Administration (FHWA) participation, using lighting software to predict the characteristics of a proposed lighting system

and designing lighting and power systems using current design standards. In addition, it is responsible for composing specifications for required materials, installation techniques and reviewing electrical material submittals. This group coordinates lighting projects and reviews lighting plans designed by consultants.

The responsibility of the Intelligent Transportation System (ITS) Design group rests with projects that typically include fiber optic communications networks, traffic surveillance cameras, vehicle detection, roadway weather information systems and traffic information distribution such as the dynamic message signs. It provides statewide oversight of designs and plan reviews for these projects. When called upon to do so, the ITS group produces in-house ITS designs for use in plans. In addition, this group reviews all material submittals containing ITS products. This group is also responsible for the development and review of specifications for projects, maintenance of the ITS Statewide and Regional Architectures, and statewide implementation of projects. When ITS projects are designed outside the Department, this group coordinates and reviews those plans and ensures the implementation of projects is in accordance with the approved State and Regional Architectures.

The Traffic Analysis and Modeling group provides traffic analysis and modeling services as needed by the Roadway Design Section, Environmental Technical Section, and the Department's Region and Area office personnel. Its scope includes performing traffic analysis and modeling using ALDOT approved analytical tools and software programs, producing traffic analysis reports, modeling traffic demand in MPO networks, and alternative intersection analysis. Additionally, when requested, this group produces traffic models with Public Involvement by the Environmental Technical Section.

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 169 traffic signal material submittals, 49 roadway lighting material submittals and 61 ITS material submittals. Also, there were 32 utility permits approved for lighting. This Section reviewed 46 sets of plans containing traffic signal systems, 9 sets of plans containing roadway lighting systems and 20 sets of plans containing ITS devices. This Section designed 14 sets of plans containing traffic signal systems, 10 sets of plans containing roadway lighting systems, and designed or provided substantial design assistance with 8 sets of plans containing ITS devices. This Section performed 11 traffic analysis and modeling studies, and built 4 additional models for use with Public Involvement. The Intelligent Transportation System group has also begun a major overhaul of the ITS Specs for use in Construction and Maintenance projects.

Traffic and Safety Operations Section

The Traffic and Safety Operations Section (TSOS) is comprised of ten (10) employees, and it is tasked with administering the Alabama Highway Safety Improvement Program. The Highway Safety Improvement Program (HSIP) is a core Federal Aid Program with the purpose to achieve significant reduction in traffic fatalities

and serious injuries on all public roads. As a part of administering the HSIP, the TSOS develops with the collaboration of internal and external stakeholders the Alabama Strategic Highway Safety Plan, a comprehensive safety plan that provides a coordinated framework for reducing fatalities and serious injuries on the State's transportation network. The TSOS coordinates with law enforcement and GIS specialists to keep the roadway GIS network and Link/Node system up to date. The TSOS also partners with media relations and external partners to conduct safety outreach efforts across the State. The TSOS commissions research and tool development through universities and consultant partners in an effort to further the Safety goals of the program. The TSOS provides technical assistance for other Bureaus, ALDOT Regions, counties, and municipalities, as needed for matters related to transportation safety. The TSOS conducts road safety reviews upon request for ALDOT Regions, cities, and counties. Finally, the TSOS directs and oversees the federal-aid funds associated with the HSIP, tracks the projects and funding, and prepares the annual HSIP report for FHWA.

Rail-Highway Section

The Rail-Highway Safety Programs Group manages the Section 130 Rail Safety Program and serves as a liaison between ALDOT and the railroads operating in Alabama for project coordination with railroad involvement. As of this report, there are 2751 public at-grade crossings with 52% of those crossings being equipped with 1432 active warning devices (signals, bells, and/or gates). The Section 130 Rail Safety Program is administered in accordance to federal regulations as authorized by Title 23 Code of Federal Regulations (CFR) 130 which uses federal funds provided for the elimination of hazards at rail-highway crossings. Through the Section 130 program, the group is responsible for coordinating and conducting onsite diagnostic reviews, planning, developing, and implementing projects. The group hosts, maintains, and frequently updates rail-highway crossing inventory in coordination with the Federal

Railroad Administration (FRA) and railroad companies operating in the state. For non-Section 130 (Construction and Maintenance Resurfacing Projects), the group manages the procurement of contract agreements between the Department and affected railroads which includes railroad services for preliminary engineering, flagging, inspections, and other project-related costs. Other responsibilities of the Rail-Highway Safety Programs Group include reviewing and processing of railroad invoices for payments; rail crossing closures; updating and maintaining the State Rail Plan, Rail State Action Plan, and other program documents related to the implementation of the Section 130 Rail Safety Program.

To contribute to the educational support of rail safety, the group represents the Department by being a board member of the Alabama Division of Operation Lifesaver. In align with the State Rail Plan, ALDOT supports various entities efforts in applying for federal grants such as the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant offered by the FRA which enhances rail safety, provide efficient transportation options, and improve inequalities in underserved communities by letter or as an administrator of federal funds.

Quality Control Division

The Quality Control Bureau is responsible for plan reviews, hydraulic reviews, and value engineering.

Plan Review Section

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

Value Engineering Section

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

also conducts Hydraulic Reviews at about the same time as the Plan-In-Hand Review using the guidance of the ALDOT Hydraulic Manual.

2023 Projects Summary

During this fiscal year, the Bureau completed 80 reviews and inspections, 31 final reviews for operational capability and compliance, 8 hydraulic reviews, and 1 value engineering study due to the FHWA threshold.

the criteria of three transportation exemption categories shown below:

- 1 Equipment and repairs of equipment used in the construction and maintenance of highways, including LDO.
- 2 Road building materials used for transportation infrastructure.
- 3 Supplies and services for maintenance and operation of highway infrastructure and right of way.

If the goods or services being purchased meet the criteria for one of the three transportation exemption categories, the methods below can be used to purchase the goods or services.

- A Purchase and Repairs of Equipment (PRE), including LDO Exemption Category #1
- B Road Building Materials (RBM) Exemption Category #2

- C Transportation Invitation to Bid (TITB) Exemption Category #3
- D Transportation Request for Proposals (TRFP) Exemption Category #3
- E Transportation Small Purchases (TSMP) Exemption Category #3
- F Transportation Sole Source (TSS) Exemption Category #3
- G Transportation Special Procurements (TSP) Exemption Category #3
- H Transportation Emergency Procurements (TEP) Exemption Category #3

The purchasing method selected for procurement should be the method that best meets the needs of ALDOT while promoting fairness, transparency, and good stewardship of State resources.

The new EP-10 doc type will be Requisition for Transportation (RT) for the New Model Procurement Act Transportation Exceptions.

Equipment, Procurement and Services

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

Bureau Responsibilities

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

2023 Overview

During fiscal year 2023, in Alabama Buys the Procurement Section handled requisitions, purchase orders and amendments to purchase orders. Approximately 7456 Alabama Buys requisitions for On-Contract and Non-Contract were processed for purchases and for creating

bids for materials, supplies, equipment, and services for ALDOT's operations, representing a spend of approximately \$263.2 million. Additionally, the Procurement Section created 10 new MAs (including two new TITB) and maintained approximately 150 renewal MAs which are ALDOT Agency contracts and Annual Agreements. Procurement Section received and processed 18184 EP-10 POs (including new RTs) in CPMS for materials, supplies, equipment, services, LDO repairs and purchases for ALDOT's operations, representing a spend of approximately 70.8 million.

In fiscal year 2023 the New Model Procurement Act (Act 2021-296) went into effective October 1, 2022. This Act allowed the Alabama Department of Transportation (ALDOT) to approve the procurement of goods and services that meet

Finance & Audit Bureau

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

The Finance and Audit Bureau is responsible for the preparation of Federal-Aid project modifications for funding projects at the appropriate level to ensure the maximum collection of Federal funds. The Bureau also has the responsibility of submitting the weekly billing to the Federal Highway Administration (FHWA) to claim reimbursement for work performed on federally funded projects. Proper collection of maximum Federal funds for work satisfactorily performed is essential in maintaining the road program at its present level. The cost accounting system accurately records direct project cost for Federal-Aid billing and budget purposes. The

Finance and Audit Bureau also maintains a cost accounting system to account for the unit rates for manufacturing operations, materials tests, equipment operating cost, and payroll fringe benefits.

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

The Finance and Audit Bureau manages the investment of Public Road and Bridge Appropriated Industrial Access funds as well as

Finance & Audit Bureau *continued*

Surplus Military Field Fund investments. These combined investments earned \$2,471,248.80 in fiscal year 2023.

The External Audit Section performs its functions under the direction of the Director of Finance and Audit and is responsible for conducting the external audit functions of the Bureau. The total costs recovered or saved during the year for all types of audits was \$23,739. 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 Audit, audits the internal operations of ALDOT. This involves evaluating and analyzing the accuracy and reliability of the financial data, determining if ALDOT complies with laws, rules, regulations, policies and procedures, and reporting any instances of fraud, abuse, inefficiency, or mismanagement. This office is required to make recommendations to describe the course of action management should consider to safeguard the assets of ALDOT. The Internal Audit Section conducts compliance and performance audits of various Regional offices and Bureaus throughout the year.

This office addresses requests for special assistance concerning compliance with ALDOT policies and procedures as well as with State and Federal laws and regulations. The Internal Audit Section participates in the implementation of new or revised programs, providing management with recommendations regarding actions for solutions to specific issues of compliance and development of policies and procedures. It

investigates complaints relating to possible violations of policies or procedures, misuse of personnel, materials, equipment or suspicions of fraud and mismanagement. This section refers findings to administrators for corrective actions.

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

Legal Bureau

The Legal Bureau of the Alabama Department of Transportation is staffed by Assistant Attorneys General, commissioned by the Attorney General to represent the interests of the State. The Legal Bureau advises the Director and Department on all legal matters related to department business, including representing the Director, the Department, and its employees in legal, administrative and other proceedings. The Bureau represents the Director, the Department, and its employees, both in their individual and official capacities, in state and federal courts. The cases include employment matters, state tort claims usually involving personal injuries sustained by motorists, environmental disputes associated with construction projects, contracts, trespass and encroachment of private property upon state right of way, outdoor advertising, condemnation matters as well as collecting costs for matters involving property damage.

The Bureau reviews federal statutes, rules and regulations and advises the Department as to their compatibility with existing state statutes and Department policies. The Bureau recommends necessary changes to comply with federal law. In some instances, this requires drafting new or amending existing state laws.

The Bureau also examines, advises, and approves the form of contracts, right of way acquisitions, drafts various contracts and agreements, maintains liaison with the Attorney General's Office and Governor's Legal Advisor.

It reviews and drafts legislation that may affect the Department. The Bureau processes claims involving personal injury to private citizens or damage to their property, as well as initiates collection actions to recover costs for damage to Department property. The Legal Bureau represents the Department before the Equal Employment Opportunity Commission, State Board of Adjustment, State Personnel Department, unemployment compensation tribunals, as well as other federal and state administrative agencies, boards and tribunals.

Local Transportation Bureau

The Local Transportation Bureau (LTB) is responsible for the administration of Federal Highway (FHWA), Federal Transit (FTA), and State Funds allocated to Local Public Agencies (LPA) within the State of Alabama. It serves as the department's liaison to the 67 counties, 482 incorporated municipalities, 14 Metropolitan Planning Organizations (MPOs), 12 Rural Planning Organizations (RPOs), and qualifying small urban and rural transit providers. These funds are used for the planning, design, construction, operation, and maintenance for selected projects and programs.

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

Planning

The Statewide and Metropolitan Planning group assists urbanized areas in developing comprehensive, cooperative, and continuing transportation plans as required by 23 USC 134

and 135. Working with Metropolitan Planning Organization (MPO) staff in the urbanized areas, the section offers guidance and assistance in the development and preparation of the Unified

Planning Work Program (UPWP), Transportation Improvement Program (TIP), Long Range Transportation Plan (LRTP), and other required documents. It receives and reviews payment invoices from the MPOs for reimbursement of FHWA Transportation Planning Funds. In addition, this section also writes and maintains all agreements between the State and county / municipal entities for all projects involving State and Federal funds.

In 2023 Local Transportation Bureau administered approximately \$3,500,000 in FHWA funds to assist the 14 MPO's and approximately \$600,000 in FHWA funds to assist the 12 RPO's in their transportation planning efforts.

Design

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

During the 2023 fiscal year, the Local Transportation Bureau Design Section assisted cities and counties with the widening and/or resurfacing of 115.569 miles of roads at an approximate cost of \$32,161,904.80, and the construction of 8 bridge structures at an approximate cost of \$7,729,245.25. The section also assisted with numerous intersection improvement and safety projects at an approximate combined cost of \$12,943,710.89.

In total for fiscal year 2023, the Local Transportation Bureau Design Section reviewed and managed 50 projects, utilizing six different funding sources, and totaling an approximate cost of \$52,834,860.94.

Pre-Construction

The Pre-Construction Section of the Local Transportation Bureau manages Local Public Agency (LPA) projects that utilize Federal and/or State Funds from project initiation through the required environmental, utility, and railroad coordination process. The Pre-Construction section processes all initiation documents, aids the LPA by preparing, reviewing, and/or approving the required environmental documents, coordinates with resource agencies and FHWA, processes required utility agreements, and ensures that all railroad coordination has been completed prior to project authorization.

During the 2023 fiscal year, the Local Transportation Pre-Construction Section environmentally reviewed / cleared a total of 68 projects, reviewed and processed \$4,581,532.14 in utility agreements, and reviewed and processed 7 railroad agreement project submittals.

Local Programs

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

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

The Emergency Relief Program (ER) provides funding for the repair or reconstruction of Federal Aid eligible roads and bridges that have suffered serious damage from a natural disaster. During the 2023 fiscal year there were 3 events that qualified for Emergency Relief funding. These events included 14 sites on the local transportation system at an approximate cost of \$1.6 million.

The Transportation Alternatives Set-Aside Program (TA) provides funding for the planning, design, and construction of alternative forms of non-motorized transportation. During the 2023 fiscal year, the TA program awarded 33 projects for a total of \$22.4 million.

The High-Risk Rural Roads Program/ Local Roads Safety Initiative (HRRR/ LRSI) provides funding for safety improvements on locally owned public roads. The fiscal year 2023 HRRR/ LRSI program awarded 12 projects for a total of \$4.4 million.

The Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II) is an application-based program that was created in the 2019 Rebuild Alabama Act. The purpose of this program is to rehabilitate and improve transportation infrastructure by funding projects of local interest on the state-maintained highway system. In fiscal year 2023 there were 33 projects selected for funding which totaled \$40 million in Rebuild Alabama Funds.

The Rebuild Alabama Act Annual Grant is an application-based program that provides

funding for transportation projects on locally owned roads and bridges. During the 2023 fiscal year, there were 41 projects awarded totaling \$10 million in Rebuild Alabama Funds.

Transit

The Transit Section administered FTA funds to 30 rural, 7 urban and more than 150 specialized transportation programs throughout the State. These funds assisted transit providers in the administration, operation, maintenance, and the purchase of capital assets for the services they provide. The Federal Transit Administration (FTA) provided funding for these programs under 49 USC 5307, 49 USC 5310, 49 USC 5311, and 49 USC 5339. All federal funds provided by FTA were 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 2023 fiscal year the Transit Section expenditures included: \$4,955,805 in FTA funds to assist the Specialized Transportation Programs (5310/5317), \$18,611,320 in FTA funds to assist the Rural Transportation Program (5311), \$3,978,555 in FTA funds to assist the Small Urban Transportation Program (5307), and \$1,938,736 in FTA funds to assist the Bus and Bus Facilities Program (5339).

Maintenance Bureau

The Maintenance Bureau oversees the maintenance of roads and bridges located on state, US and interstate routes, and all highway facilities owned and operated by ALDOT. It supports the maintenance operations of ALDOT Regions and Districts by establishing and administering budgets, policies and programs, as well as offering technical guidance for statewide Maintenance Operations. Through the office of the State Traffic Operations Engineer, the Bureau develops criteria and provides guidance for the installation, maintenance and cost-effective use of traffic control devices and development of traffic operation improvement plans. The Bureau also manages the statewide maintenance-resurfacing program, and reviews and recommends scopes of work for Interstate Maintenance projects. It reviews and approves herbicides and applications for right-of-way (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 and is tasked with overseeing integration efforts with eGIS. The section is actively engaged in Lidar extraction and processing, leveraging this advanced technology to collect highly accurate roadway asset data. The Section also prepares and updates general highway maps of the sixty-seven counties, various state maps, sketches, charts and other items as requested by FHWA, ALDOT regions, bureaus and other agencies.

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

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

The UAS Section is responsible for all UAS operations throughout the state and includes multiple types of projects. These projects include aerial surveys, construction of new and relocated routes, right of way, structures such as bridges and overhead signs, buildings, 3D modeling, and inclement weather damage assessments as requested by Central Office, Regions, Areas, and Districts. The UAS Section continues to train on various types of drones, missions, and software applications to stay current and up to date on all aspects of UAS operations. The UAS Section continues to collaborate with the FAA, FHWA, and industry experts to advance ALDOT's drone operations throughout the state to provide safe and efficient flights and deliver accurate data to our end users.

Materials & Tests Bureau

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

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

The Materials Division consists of the Pavement Design Section, Certification Section, and Nuclear Gauge Laboratory. The Certification Section coordinates the Independent Assurance Sampling and Testing record check and final materials certification for all federal aid projects as mandated by Federal guideline 23 CFR 637B. The Nuclear Gauge Laboratory has oversight of ALDOT's Radioactive Materials License as

established by the rules and regulations set forth by the U.S. Nuclear Regulatory Commission and the Alabama Department of Public Health (ADPH) 420-3-36 rules for radiation control. The Pavement Design Section reviews all designs submitted by the Areas on federal aid projects for consistency and thoroughness and serves as the Department's subject matter experts on pavement issues.

The Testing Division is composed of six laboratories, Bituminous, Liquid Asphalt, Concrete, Aggregate/Soils, Physical, and Chemical. The laboratories are fully accredited by the AASHTO Accreditation Program (AAP) and serve as the statewide reference laboratory in dispute resolutions. The Testing laboratories

Materials & Tests Bureau *continued*

have the capability for testing and inspecting all materials used by the Department of Transportation for roadway and bridge construction and maintenance. The ten Area Testing Laboratories are qualified for acceptance testing by the Testing Division.

The Pavement Management Division consists of three sections: Pavement Friction Testing Section, Falling Weight Deflectometer (FWD) Testing Section and the Pavement Distress Data Collection Section. The Pavement Distress Data Collection Section is responsible for managing the collection of pavement condition data that is used in the annual Pavement Prioritization Report (PPR), the Highway Performance Monitoring System (HPMS) submittal, and for Governmental Accounting Standards Board (GASB34) reporting. The Pavement Friction Testing Section collects pavement friction data that is used by the Design Bureau, Safety Planning Section. The FWD Testing Section collects pavement structural data that is used by Area Materials Engineers to determine structural adequacy for resurfacing projects.

The Environmental Services Division consist of two (2) sections: Environmental Compliance and

Hazardous Materials. This Division reviews hazardous material clearances for the NEPA process, performs underground storage tank and hazardous materials investigations, and provides corrective action recommendations and cleanup. This Division is also responsible for conducting routine on-site inspections for other environmental regulations on all active projects statewide and ALDOT owned facilities.

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

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

Bureau of Office Engineer

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

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

The Bureau is responsible for developing and maintaining the Comprehensive Project Management System (CPMS), a client server-based project, program and financial-aid management system. It supports ALDOT's construction program by tracking project data and status from inception to completion that

includes details of project financing and project scheduling. It prepares and submits the Statewide Transportation Improvement Program (STIP) required by FHWA and the Joint Transportation Committee. It provides project information on maps and reports and conducts/oversees planning studies for statewide transportation planning. The Bureau is responsible for the development and update of various statewide planning documents including long range transportation plan, freight plan, and bicycle and pedestrian transportation plan as required by FHWA. The Bureau assists in applying for federal competitive grants through the GRANTS.gov website.

The Bureau is responsible for developing and maintaining the Annual State Planning and Research (SPR) program and manages the balances of pooled research funding to and from other states.

11 Lettings

201 Contracts

Approved Contracts Worth a Total of **\$788,480,700.29**

Media & 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 over 4,200 total employees in 205 different job classifications.

Personnel Bureau *continued*

The Bureau's Employee Relations Section provides ALDOT with a qualified applicant pool of candidates for employment consideration within this agency. The Bureau adheres to a diverse workforce. To accomplish the goal of diversity, recruitment is ongoing throughout Alabama. As well, the Employee Relations Section manages and processes ALDOT employees' grievances and complaints in accordance with Title VII of the Civil Rights Act of 1964. During the last fiscal year 16 investigations were conducted. The Risk Management Section coordinates with the Department of Finance, Division of Risk Management (DORM) that administers the State Employee Injury and Compensation Trust Fund (SEICTF) Program. The Risk Management section acts as a liaison to expedite all matters relating

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

addition, the Department is the lead state on 3 active Transportation Pooled-Fund projects. ALDOT at the recommendation of the ALDOT Research Advisory Committee participates in 3

Transportation Pooled-Fund studies across the United States, and 1 Local Technical Assistance Program (LTAP) study.

2023 Research & Development Activities

89 Products Submitted to PEB	74 Approved Products	10 University Projects Funded
13 Pooled-Fund Projects across the US	3 ALDOT-Lead Pooled-Fund Projects	1 Local Technical Assistance Program Study

Research & 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.

The Product Evaluation Section maintains Product Evaluation Board (PEB) records and sets the agenda for PEB meetings. It manages and directs all activities associated with products and new technology submittals and disseminates product information and products throughout ALDOT. 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 2023 fiscal year, 89 products were submitted for evaluation to the Product Evaluation Board. This number did moderately increase compared to last year's number that was attributed to the COVID pandemic. A total of 74 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. State-wide field testing is taking place to evaluate pending products for approval consideration.

Also, during this fiscal year, 10 research projects from Alabama accredited universities received Department approval for research funding. In

Right of Way Bureau

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

The ROW Operations is divided into 3 subsections: Appraisal/Appraisal Review, Acquisition/Relocation, and Property Management. The Appraisal/Appraisal Review Section is responsible for the assignment, performance of and review of all appraisals throughout the state. Appraisals require appraisal reviews for compliance and consistency with both FHWA regulations and the Uniform Standards of Professional Appraisal Practice. This fiscal year, the Appraisal/Appraisal Review Section approved contracts worth \$1,300,000 for 10 fee appraisers statewide. The Acquisition/Relocation subsection is responsible for statewide coordination of all real estate functions performed throughout the state. This section is responsible for ensuring all phases of

work are completed on each project. This subsection is also responsible for all matters of Relocation Advisory Assistance and Relocation payments. This year, the Bureau acquired 857 tracts of property. Approximately \$43,234,967 was spent acquiring these properties and \$7,953,570 was spent for relocation assistance. The Property Management subsection is responsible for land and structure leases and sales. This year, land and structures leased prior to construction produced \$260,565 in revenue for the state that was credited back to the projects. Proceeds of \$1,281,032 for land leases, oil and gas leases, uneconomic remnant sales, and sales of excess property on closed projects were credited to the US Code Title 23 Funding.

Right of Way Bureau *continued*

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

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 thirty (30) reimbursable utility agreements for approximately \$20,000,000, ten (10) of those had the work included as part of the roadway contract for approximately \$7,400,000. There were also sixty-six (66) 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 accurate information on the location and depth of underground utilities. The information is used to help address conflicts in advance of construction.

ROW 2023 Activities

Approved Contracts Worth a Total of **\$1,300,000** for **10** Fee Appraisers

857 Acquired Properties	\$43,234,967 Acquisition Costs	\$7,953,570 Relocation Assistance
\$260,565 Revenue from Leasing Prior to Construction	\$1,281,032 Proceeds from Leasing or Sales	
30 Reimbursable Utility Agreements	\$20,000,000 Total Contracts	\$7,400,000 Included Roadway Work

Training Bureau

The Training Bureau is a service bureau made up of five sections that acquire, develop, administer, and facilitate education, training, and workforce professional and leadership development opportunities for ALDOT employees. The Training Bureau's five functional sections are Administration and Customer Support, Recruiting and Acquisitions, Training Operations, Workforce Development, and CDL and Safety Training. Each section works with training coordinators and bureau contacts around the state to determine training, education, and professional development needs, providing the ALDOT workforce with a course catalog of over 1,000 in-person and online training courses during this reporting period.

The Administration and Customer Support section manages a multimillion-dollar training budget as well as eleven-million dollars in support agreements with our training partners and vendors. The Recruiting and Acquisitions section administers the Engineering Training Orientation Program (ETOP) and the Fundamentals of Engineering/Professional Engineering (FE/PE) Program, and manages the Engineering Aide Program as a pipeline to the Engineering Assistant (EA) classification system; the recruiting section reached 1,230 potential employees, successfully employing 391 personnel in various

ALDOT classifications, 28 Civil Engineer Graduates (CEG), 50 Professional Civil Engineering Trainees (PCET), and 61 Engineering Aids. The Training Operations section, The Workforce Development section, and The CDL and Safety Training section all account for 14,555 distinct employee training events, including 124 transportation employees who earned their Commercial Driver's License, culminating in a total of 113,944 training hours for 209 separate job classifications in support of the Alabama Department of Transportation mission.

Statistical Section

Aeronautics Bureau 2023

FUND 80

REVENUES

7635	Aviation Fuel Tax	2,187,299.39
7647	5010 Inspection Program Fees	-
7649	Logo Permits	1,689,030.00
7680	Federal Grants	25,054,680.25
7683	Aero Special Project Grant (ADECA APPR)	3,500,000.00
7684	Revenue-Aero Comm Aviation Asst Program	1,500,000.00

TOTAL REVENUE \$33,931,009.64

EXPENDITURES

4036	Equipment Costs	2,175.00
4580	Federal projects	28,332,703.39
4581	State projects	3,458,283.98
8015	Administration	967,398.93

TOTAL EXPENDITURES \$32,760,561.30

Aeronautics Bureau 2023

FUND 90

REVENUES

7692\	Interest Income on Investments	150,398.13
7693	Rental Income-Land	182,535.59
7694	Federal Grants	-
7683	St. Elmo Aviation Fuel Sales	-*

TOTAL REVENUE \$332,933.72

EXPENDITURES

4590	State Projects-SMFF	-
8013	Administration	103,354.06
8023	St. Elmo fuel operations	-*

TOTAL EXPENDITURES \$103,354.06

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

Airport Funding Fiscal Year 2023

	Revenue	Expenditure
Airport Development Funding	\$33,931,009.64	\$32,760,561.30
Surplus Military Funding	\$332,933.72	\$103,354.06

Airport Landing Areas

78
Public Use
Airports

37
Private Use
Airports

87
Medical Facility
Heliports

68
Private
Heliports

Bridge Projects Summary

Bridge Projects Let to Contract from Oct. 1, 2022 to Sept. 30, 2023

County	Project #	Description	Date Let	Bid Price
Marengo	RAED-046-303-001	Bridges on Linden Bypass	11/4/22	\$17,534,140.00
Bibb	BR-0005(556)	SR5 over Blue Girth Creek and Relief	1/27/23	\$2,285,050.00
Montgomery, Macon	IM-I085(365)	Bridge Widening on I85 over Line Creek	1/27/23	\$18,459,918.14
Walker	ACBRZ60970-ATRP(008)	Smith Chapel Rd over Mill Creek	1/27/23	\$710,846.81
Tuscaloosa	BR-I059(428)	Bridge Deck Repair	2/24/23	\$2,949,549.00
Barbour	BR-0006(593)	Bridge Deck Repair	4/7/23	\$3,712,197.00
DeKalb	BR-0075(536)	SR75 over Town Creek	4/7/23	\$9,305,188.10
Tuscaloosa	RABRZ-6322(253)(254)	CR124 over Barbee Cr and Unnamed Tributary	4/7/23	\$1,711,588.00
Russell	STPPC-5717(252)	Seale Road over Cochgalechee Creek	5/26/23	\$995,295.00
Tallapoosa	ATRP2-62-2020-074	Airport Drive over Sugar Creek (Bridge Culvert)	5/26/23	\$370,782.50
Walker	BR-HSIP-0005(534)	SR5 over SR69 (US78A)	6/30/23	\$2,269,216.44
Dale	BR-0027(517)	SR27 over Deal Creek (Bridge Culvert)	7/28/23	\$552,082.50
Lee	IM-I085(366)	Bridge Widening on I85 over Halawakee Creek	7/28/23	\$2,471,331.85
Marshall	ST-048-888-014	Thomas Lane over Little Paint Creen	7/28/23	\$193,240.00
Pickens	BR-0014(556)	SR14 over Lubdub Creek	7/28/23	\$3,808,415.50
Tuscaloosa	STPSU-6322(255)	CR47 over Two Mile Creek	7/28/23	\$2,061,226.12
Houston	BR-0052(520)	SR52 over Chattahoochee River Deck Repair	8/25/23	\$1,023,366.00
Limestone, Madison	IM-I065(505)	I65 over Tennessee River Repairs	9/29/23	\$18,302,555.00
Madison	CRSAHV-STPAA-STPHV-4520(251)	James Record Road/CR11 Marin Road	9/29/23	\$5,258,404.09
Tuscaloosa	BR-0007(546)	SR7 (US11) over Norfolk Southern RR	9/29/23	\$2,339,293.78
TOTAL COST				\$96,313,685.83

Equipment Procurement Services

Equipment Purchases & Sales

2023

EQUIPMENT PURCHASES SUMMARY

Automobiles (SA)	0.00
Trucks (ST)	13,579,943.34
Heavy Equipment (SE)	13,095,577.37
State General (SG)	11,457,717.53
S.H.D. Equipment	3,996,094.68
TOTAL PURCHASES	\$42,129,332.92

EQUIPMENT SALES SUMMARY

Automobiles (SA)	2,384.25
Trucks (ST)	6,662,888.40
Heavy (SE)	2,420,490.60
State General (SG, HD & CH) Equipment	428,185.79
Other (MC)	229,841.63
Other (MT)	44,347.05
TOTAL GROSS PROCEEDS	\$9,788,137.72

RECAPITULATION

Total Purchases	42,129,332.92
Total Sales	9,788,137.72

PURCHASES OVER SALES \$32,341,195.20

Sales of Used Tires, Tubes, Batteries, Scrap Metals & Miscellaneous Small Equipment	\$41,564.34
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Equipment Purchases & Sales

2022

EQUIPMENT PURCHASES SUMMARY

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

EQUIPMENT SALES SUMMARY

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

RECAPITULATION

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

PURCHASES OVER SALES \$17,089,599.05

Sales of Used Tires, Tubes, Batteries, Scrap Metals & Miscellaneous Small Equipment	\$100,564.40
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Public Roads & Bridge Funds

Public Roads & Bridge Funds 2023

UNEXPENDED BALANCE as of October 1, 2023

\$205,370,009

RECEIPTS

REVENUE

Gasoline Excise Tax \$.05	98,811,368
Gasoline Excise Tax \$.04	46,289,501
Motor Fuel Tax \$.06	48,635,103
LP Gas Vehicle Permits	39,893
Motor Vehicle License	118,063,778
Gasoline Excise Tax \$.07	79,145,124
Lubricating Oil Tax	400,166
Oversize Hauling Permits	4,707,090
Motor Carrier Mileage, Taxes, Fee	477,386
Motor Fuel Tax \$.13	110,490,649
Truck Identification Decals	1,121,583
Petroleum Products Inspection F	43,357,689
Outdoor Advertising Permit Fees	55,220
Motor Vehicle Excise Tax	309,884

TOTAL REVENUE \$551,904,434

NON-REVENUE RECEIPTS

ISTEA Interstate Maintenance	720,292
ISTEA National Highway System	(104,916)
ISTEA Surface Transportation Program	2,039,364
Federal Aid- ARRA 2009 Transit Stimulus	-
ISTEA Special	(317,262)
ISTEA Other	341,568
Federal Aid Priority Primary	

Federal Interstate Regular	
Federal Interstate ACI	
Federal Aid Primary	
Federal Aid Secondary	
Federal Aid - ATRIP Projects	60,242,778
Federal Aid ABC Urban	
Federal Aid CBD Projects	31,375,000
Federal Aid Urban	
Federal Aid Secondary (Farm to Market)	
Federal Aid Secondary (Farm to Market Miscellaneous)	
Federal Topic	
Federal Appalachian	72,031
Federal - MAP 21/FASTACT	725,936,433
Federal Aid Special Aid	
Federal Aid Highway Planning & Research	22,901,373
Federal Aid Bridge Replacement	190,340
Federal Aid-ARRA 2009 Stimulus	
Federal Aid Transit Capital	9,815,028
Federal Aid Beautification	
Federal Aid Special Grants	
Federal Aid Other	58,509,561
SUBTOTAL	911,721,590
Bond Proceeds	1,811,939
Ramp Bonds	5,741,875
Ind. Access Road & Bridge Corp	2,258,531
Amendment 1 County Share	
Capital Improvement Trust Fund Appropriation	

County Aid	274,291
Other Aid	992,979
Other Project Participation	26,653,980
Revenue Sharing	
Contractor Bid Fees	6,984
Miscellaneous Receipts	4,037,292
SUBTOTAL	41,777,871
UMTA Vehicle Disposition Proceed	46,871
Rapid Rail	
ROW Title 23 Revenue	1,281,371

TOTAL NON-REVENUE RECEIPTS \$ 1,328,242
TOTAL RECEIPTS \$1,506,732,137

TOTAL FUNDS AVAILABLE \$1,759,922,996

EXPENDITURES

DEBT SERVICE

1st Issue - ATRIP Issue	54,645,000
2nd Issue - CBD Issue	31,375,000

TOTAL DEBT SERVICE \$ 86,020,000

ADMINISTRATION

Internal Administrative Support	126,635,955
External Administrative Support	16,141,640
Other Equipment Purchases	13,569,267
Land and Buildings Expenditures	1,474,996
Captive County Health Insurance	14,157
Legislatively Mandated Transfers	24,700,000

TOTAL ADMINISTRATIVE EXPENDITURES \$182,536,015

EXPENDITURES CONTINUED

CONSTRUCTION AND MAINTENANCE

Federal Construction	1,033,678,227
State Construction	45,013,354
Special Work Authorizations	1,995,322
Routine Maintenance	176,701,940
Maintenance Projects	27,319,948*

TOTAL CONSTRUCTION AND MAINTENANCE EXPENDITURES \$1,284,708,791

TOTAL EXPENDITURES \$1,553,264,806

ADJUSTMENTS TO CASH

Adjustments include Deposits in Transit, Investments, Retainage, Receivable Adjustments, Amounts Pending Distribution, etc. (32,839,959)

TOTAL DISBURSEMENTS \$1,520,424,847

RECONCILIATION

Add: Cash Balance September 30, 2023 239,498,149

TOTAL FUNDS AVAILABLE \$1,759,922,996

Public Roads & Bridge Funds Summary

Public Roads & Bridge Funds Summary of Receipts and Disbursements

Fiscal Years Ended September 30

	2023	2022	2021	2020	2019
Cash on Hand, October 1*	253,190,859	205,370,009	161,244,238	209,783,483	269,262,451
RECEIPTS					
Gasoline Excise Tax - \$0.05	98,811,368	98,086,355	98,817,044	95,132,971	102,143,286
Gasoline Excise Tax - \$0.04	46,289,501	45,949,858	46,292,160	44,566,307	47,850,382
Motor Fuel Tax - \$0.06	48,635,103	48,270,165	47,479,486	43,738,070	44,116,588
LP Gas Vehicle Permits	39,893	40,532	42,941	46,354	50,853
Motor Vehicle License Taxes	118,063,778	118,877,066	115,932,374	105,578,173	107,976,079
Gasoline Excise Tax - \$0.07	79,145,124	78,562,603	79,148,719	76,198,510	81,813,338
Lubricating Oil Tax	400,166	514,230	485,863	472,795	592,020
Oversize Hauling Permits	4,707,090	4,620,200	4,378,710	4,268,727	4,928,757
Motor Fuel Tax - \$0.13	110,490,649	109,624,073	107,791,045	99,307,201	100,099,268
Truck Identification Decals	1,121,583	1,167,865	1,092,948	951,874	1,052,640
Petroleum Products Inspection Fees	43,357,689	43,953,652	43,924,151	42,931,629	45,512,795
Outdoor Advertising Permits	55,220	65,865	58,493	62,923	62,343
Motor Carrier Tax	477,386	477,071	476,197	480,373	494,606
Interest Income					
Motor Vehicle Excise Tax	309,884	303,149	298,879	300,718	286,447
Federal Aid	911,721,590	967,958,530	960,303,732	920,212,148	1,005,533,713
County Aid & Miscellaneous	33,293,768	49,490,561	27,119,141	42,969,573	54,505,884
Industrial Access	2,258,531	355,447	109,095	961,638	633,199
Transfer from Bond Accounts	7,553,814	60,732,303	74,723,309	155,681,878	280,612,708
Total Receipts	\$1,759,922,996	\$1,834,419,534	\$1,608,474,287	\$1,633,861,862	\$1,878,264,906
DISBURSEMENTS					
Construction	1,078,691,581	1,145,525,620	1,085,536,659	1,284,901,104	1,508,599,023
Maintenance	204,021,888	164,907,702	222,738,240	189,400,583	204,894,469
Equipment Purchase	13,569,267	10,670,986	16,954,689	14,115,511	15,611,062
Administration	111,412,632	119,701,751	116,881,025	118,632,065	91,517,360
Debt Service	86,020,000	89,115,000	56,038,663	53,551,653	51,183,105
Other Expenditures	26,709,479	34,128,385	35,373,792	21,800,191	65,938,855
Total Disbursements	\$1,520,424,847	\$1,564,049,444	\$1,533,523,068	\$1,682,401,107	\$1,937,743,874
Cash Balance, September 30	\$239,498,149	\$272,365,412	\$236,195,457	\$161,244,238	\$209,783,483

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

Rebuild Alabama Funds 2023

UNEXPENDED BALANCE

as of October 1, 2022 **\$335,975,291**

RECEIPTS

REVENUE

Gasoline Excise Tax \$.06	170,301,582
Gasoline Diesel Tax	55,152,644
IFTA Taxes	3,155,389
Battery Electric Reg-Infrastructure	475,711
Plug In Electric Reg-Infrastructure	61,418
TOTAL REVENUE	\$229,146,744

NON-REVENUE RECEIPTS

Non - Revenue Receipts	
ISTEA Interstate Maintenance	
ISTEA National Highway System	
ISTEA Surface Transportation Program	
Federal Aid- ARRA 2009 Transit Stimulus	
ISTEA Special	
ISTEA Other	
Federal Aid Priority Primary	
Federal Interstate Regular	
Federal Interstate ACI	
Federal Aid Primary	
Federal Aid Secondary	
Federal Aid - ATRIP Projects	
Federal Aid ABC Urban	

NON-REVENUE RECEIPTS CONTINUED

Federal Aid CBD Projects	
Federal Aid Urban	
Federal Aid Secondary (Farm to Market)	
Federal Aid Secondary (Farm to Market Miscellaneous)	
Federal Topic	
Federal Appalachian	
Federal - MAP 21/FASTACT	
Federal Aid Special Aid	
Federal Aid Highway Planning & Research	
Federal Aid Bridge Replacement	
Federal Aid - ARRA 2009 Stimulus	
Federal Aid Transit Capital	
Federal Aid Beautification	
Federal Aid Economic Development	10,018,037
Federal Aid Special Grants	
Federal Aid Other	
Federal Aid Congestion Management	2,417,471
Federal Aid Project Other	4,269,525
SUBTOTAL	\$16,705,033
Other Project Participation	3,642,160
Miscellaneous Receipts	
SUBTOTAL	\$3,642,160
TOTAL RECEIPTS	\$20,347,193
TOTAL FUNDS AVAILABLE	\$585,469,228

EXPENDITURES

LOCAL GOVERNMENTS

Annual Allocation to Counties	30,850,644
Annual City/County Grant Program	8,622,408
ATRIP II Projects	23,092,106
Other Grants to Cities/Counties	450,000
Congestion Management Projects	57,006,587
Economic Development Projects	75,252,427
Federal Project Other	6,764,270
Federal Congestion Management	2,739,516
Federal Economic Development Projects	12,253,773

TOTAL LOCAL GOVERNMENT EXPENDITURES **\$217,031,731**

TOTAL EXPENDITURES **\$217,031,731**

ADJUSTMENTS TO CASH

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

TOTAL DISBURSEMENTS **\$(731,088)**

RECONCILIATION

Add: Cash Balance September 30, 2023 369,168,585

TOTAL FUNDS AVAILABLE **\$585,469,228**

Alabama Federal Aid Highway Finance Authority 2021-A

Year	Bonds Outstanding	Principal	Interest	Redemption
2023	20,440,000.00		1,022,000.00	1,022,000.00
2024	20,440,000.00		1,022,000.00	1,022,000.00
2025	20,440,000.00		1,022,000.00	1,022,000.00
2026	20,440,000.00		1,022,000.00	1,022,000.00
2027	20,440,000.00		1,022,000.00	1,022,000.00
2028	20,440,000.00		1,022,000.00	1,022,000.00
2029	20,440,000.00		1,022,000.00	1,022,000.00
2030	20,440,000.00		1,022,000.00	1,022,000.00
2031	20,440,000.00		1,022,000.00	1,022,000.00
2032	20,440,000.00		1,022,000.00	1,022,000.00
2033	20,440,000.00	1,310,000.00	1,022,000.00	2,332,000.00
2034	19,130,000.00	4,975,000.00	956,500.00	5,931,500.00
2035	14,155,000.00	6,170,000.00	707,750.00	6,877,750.00
2036	7,985,000.00	6,480,000.00	399,250.00	6,879,250.00
2037	1,505,000.00	1,505,000.00	75,250.00	1,580,250.00
		\$20,440,000.00	\$13,380,750.00	\$33,820,750.00

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

Alabama Federal Aid Highway Finance Authority 2021-B

Year	Bonds Outstanding	Principal	Interest	Redemption
2023	28,060,000.00	600,000.00	519,892.26	1,119,892.26
2024	27,460,000.00	610,000.00	517,198.26	1,127,198.26
2025	26,850,000.00	605,000.00	512,995.36	1,117,995.36
2026	26,245,000.00	615,000.00	506,715.46	1,121,715.46
2027	25,630,000.00	3,420,000.00	498,917.26	3,918,917.26
2028	22,210,000.00	3,475,000.00	446,009.86	3,921,009.86
2029	18,735,000.00	3,530,000.00	385,996.60	3,915,996.60
2030	15,205,000.00	3,600,000.00	320,479.80	3,920,479.80
2031	11,605,000.00	3,665,000.00	250,063.80	3,915,063.80
2032	7,940,000.00	4,415,000.00	174,711.40	4,589,711.40
2033	3,525,000.00	3,525,000.00	79,524.00	3,604,524.00
		\$28,060,000.00	\$4,212,504.06	\$32,272,504.06

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

Alabama Federal Aid Highway Finance Authority 2021-B

Year	Bonds Outstanding	Principal	Interest	Redemption
2023	685,035,000	30,775,000	14,290,886.66	45,065,886.66
2024	654,260,000	30,905,000	14,152,706.92	45,057,706.92
2025	623,355,000	31,120,000	13,939,771.46	45,059,771.46
2026	592,235,000	31,445,000	13,616,745.86	45,061,745.86
2027	560,790,000	30,110,000	13,218,023.26	43,328,023.26
2028	530,680,000	30,575,000	12,752,221.56	43,327,221.56
2029	500,105,000	31,105,000	12,224,191.30	43,329,191.30
2030	469,000,000	31,685,000	11,646,882.50	43,331,882.50
2031	437,315,000	32,310,000	11,027,123.90	43,337,123.90
2032	405,005,000	32,300,000	10,362,830.30	42,662,830.30
2033	372,705,000	32,670,000	9,666,442.30	42,336,442.30
2034	340,035,000	33,410,000	8,929,407.10	42,339,407.10
2035	306,625,000	98,205,000	8,125,562.50	106,330,562.50
2036	208,420,000	100,810,000	5,523,130.00	106,333,130.00
2037	107,610,000	107,610,000	2,851,665.00	110,461,665.00
		\$685,035,000	\$162,327,590.62	\$847,362,590.62

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

Alabama Federal Aid Highway Finance Authority 2021-B

Fiscal Year Ending	Bonds Outstanding	Principal	Interest Payment	Principal Payment
2023	693,960,000	54,645,000	11,402,701.86	66,047,701.86
2024	639,315,000	54,890,000	11,157,345.82	66,047,345.82
2025	584,425,000	55,275,000	10,779,153.70	66,054,153.70
2026	529,150,000	55,485,000	10,205,399.20	65,690,399.20
2027	473,665,000	55,845,000	9,497,284.60	65,342,284.60
2028	417,820,000	56,345,000	8,638,931.66	64,983,931.66
2029	361,475,000	57,320,000	7,665,853.50	64,985,853.50
2030	304,155,000	58,380,000	6,601,994.30	64,981,994.30
2031	245,775,000	59,520,000	5,460,081.50	64,980,081.50
2032	186,255,000	60,745,000	4,236,350.30	64,981,350.30
2033	125,510,000	62,055,000	2,926,688.10	64,981,688.10
2034	63,455,000	63,455,000	1,526,727.30	64,981,727.30
		\$693,960,000	\$90,098,511.84	\$784,058,511.84

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

Outstanding Bonds Summary FY 2023

AFAHFA 2021-A—Project A

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

Name	Principal Redemption 2023	Interest Redemption 2023
AL Federal Aid Highway Finance Authority AFAHFA 2021-A	0.00	1,022,000.00
TOTAL	\$0.00	\$1,022,000.00

AFAHFA 2021-B—Project A

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

Name	Principal Redemption 2023	Interest Redemption 2023
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	600,000.00	519,892.26
TOTAL	\$600,000.00	\$519,892.26

AFAHFA 2021-B—Refunding—Project B

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

Name	Principal Redemption 2023	Interest Redemption 2023
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	30,775,000.00	14,290,886.66
TOTAL	\$30,775,000.00	\$14,290,886.66

AFAHFA 2021-B—Refunding—Project C

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

Name	Principal Redemption 2023	Interest Redemption 2023
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	54,645,000.00	11,402,701.86
TOTAL	\$54,645,000.00	\$11,402,701.86

Legal Bureau Activities FY 2023

Board of Adjustment Claims

1,045
Opened

904
Closed

109
Pending

32
Active

AMOUNT PAID **\$7,390,448.63**

State Property Damage Claims

AMOUNT COLLECTED BY LEGAL BUREAU & REGIONS **\$3,392,997.67**

Requests for Production of Documents

158
Opened

44
Pending

Contracts, Leases, and Deeds Reviewed

1,401

Active Lawsuits

64

Daily Vehicle Miles of Travel

Daily Vehicle Miles of Travel (DVMT)

Year	Total DVMT	State System DVMT
2002	157,622	97,440
2003	160,638	99,305
2004	160,825	99,420
2005	163,458	101,048
2006	165,463	102,587
2007	167,981	104,148
2008	162,048	100,470
2009	167,944	103,959
2010	175,756	108,793
2011	177,849	110,089
2012	177,484	104,361
2013	177,757	104,807
2014	177,153	104,166
2015	181,102	106,850
2016	187,249	107,647
2017	188,142	107,278
2018	189,047	106,786
2019	192,303	107,113
2020	181,835	100,391
2021	190,655	105,548
2022	194,423	107,633

Highway Performance Monitoring System

Functional Classification	Linear Miles	Lane Miles
Interstate	1,003.66	4,663.41
Principal Arterial—Other Freeways and Expressway	32.96	158.52
Principal Arterial—Other	3,318.67	10,993.22
Minor Arterial	6,358.19	14,470.51
Major Collector	15,936.63	32,310.11
Minor Collector	6,155.93	12,315.70
Local	67,405.52	134,811.04
TOTAL	100,213.86	209,722.51

Roadway Ownership by Classification

Roadway Ownership By Functional Classification in Miles

Facility Type	State Highway Agency	County Highway Agency	City or Municipal Agency	Other State Agency	Indian Tribe Nation	Other Federal Agency	Military
Interstate	1,003.660	0.000	0.00	0.000	0.000	0.000	0.000
PA* Other Freeways and Expressways	35.264	0.000	0.000	0.000	0.000	0.000	0.000
PA* Other	3,200.641	15.522	102.502	0.000	0.000	0.000	0.000
Minor Arterial	4,597.407	409.491	1,295.110	0.000	0.000	33.438	22.742
Major Collector	2,063.180	10,034.706	3,790.336	0.068	0.000	40.094	8.268
Minor Collector	32.071	5,580.158	543.628	0.049	0.000	0.000	0.000
Local	7.829	42,120.815	23,866.564	176.994	0.070	888.442	344.807
Total	10,940.052	58,160.692	29,598.140	177.111	0.070	961.974	375.817

* Principle Arterial

Alabama Bridge Counts FY 2023

State of Alabama Bridge Counts Fiscal Year 2023

Structures	State	County	City	Other
Total Structures	5,767	8,553	1,617	64
**Functionally Obsolete	0	0	0	0
*Structurally Deficient	61	375	89	14
Load Posted	10	1,940	193	11
Closed	5	151	32	14
Temporary Work	36	86	4	1

The terms listed below have been modified:

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

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

GA/AL State Line Inventory Responsibility

GA District	AL District	GA County	AL County	GA Route No.	AL Route No.	Owner	Feature Intersected	Length	Maint.	Inventory	% Shared	GA Structure ID	AL Structure ID
4	7	Early	Houston	US 84/SR 38 EBL	US 84	GA	Chattahoochee River	955	GA	GA	100	099-5064-0	21480
4	7	Clay	Henry	SR 37	SR 10	GA	Chattahoochee River	824	GA	GA	100	061-0002-0	21481
3	4	Muscogee	Lee	SR 520	SR 280	GA	Chattahoochee River	1306	GA	GA	100	215-0009-0	21482
3	4	Muscogee	Lee	M8069 Dillingham St	Dillingham St.	GA	Chattahoochee River	700	Columbus	GA	100	215-0127-0	21483
3	4	Muscogee	Lee	West 13th St.	13th St.	GA	Chattahoochee River	1268	GA	GA	100	215-5054-0	21484
3	4	Harris	Chambers	I-85 NBL	I-85 NBL	GA	Chattahoochee River	1086	GA	GA	100	145-0036-0	21485
3	4	Harris	Chambers	I-85 SBL	I-85 SBL	GA	Chattahoochee River	1086	GA	GA	100	145-0037-0	21486
3	4	Chattahoochee	Russell	Dixie Rd.	Sunshine Rd.	US	Chattahoochee River		AL	AL		053-9001-0	
4	7	Early	Houston	SR 62	SR 52	AL	Chattahoochee River	1142	AL	AL	0	099-9001-0	6628
4	7	Quitman	Barbour	US 82/SR 50	US 82	AL	Chattahoochee River	132	AL	AL	0	239-9001-0	7641
4	7	Early	Houston	US 84/SR 38 WBL	US 84	AL	Chattahoochee River	955	AL	AL	0	099-9002-0	11201
3	4	Muscogee	Russell	US 80/SR 22/ JR Allen Pkwy WBL	US 80	AL	Chattahoochee River		AL	AL	0	215-9001-0	13589
3	4	Muscogee	Russell	US 80/SR 22/ JR Allen Pkwy EBL	US 80	AL	Chattahoochee River		AL	AL	0	215-9002-0	13590
3	4	Stewart	Russell	SR 39	SR 208	AL	Chattahoochee River		AL	AL	0	259-9001-0	14286

MS/AL State Line Inventory Responsibility

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

FL/AL State Line Inventory Responsibility

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

Construction & Maintenance Activities

Construction and Maintenance Activities by Region For Fiscal Year 2023 Miles Authorized

Region	Highway System	Grade Drain	Base & Pav	Grade, Drain, Base, Pav & Bridge	Resurfacing Projects Only	Resurfacing with Pavement Widening	Rehabilitated	Added Roadway Lanes	Bridges Authorized
SOUTHEAST	STATE*	0.0	0.0	5.2	95.8	56.4	0.5	5.5	11
	OTHER	0.0	0.0	0.3	58.5	12.0	0.0	0.2	1
	TOTAL	0.0	0.0	5.4	154.3	68.4	0.5	5.7	12
EAST CENTRAL	STATE	0.0	0.0	0.6	87.5	43.5	9.0	3.8	8
	OTHER	0.7	0.0	0.0	0.5	0.0	0.0	0.0	7
	TOTAL	0.7	0.0	0.6	87.9	43.5	9.0	3.8	15
NORTH	STATE	0.0	0.0	0.0	98.0	3.1	9.7	0.6	5
	OTHER	0.0	0.0	4.2	1.0	0.0	0.0	1.4	3
	TOTAL	0.0	0.0	4.2	99.0	3.1	9.7	2.0	8
WEST CENTRAL	STATE	0.0	0.0	0.0	73.5	50.4	6.0	0.0	22
	OTHER	0.0	0.0	0.0	9.1	0.0	0.0	0.0	7
	TOTAL	0.0	0.0	0.0	82.6	50.4	6.0	0.0	29
SOUTHWEST	STATE	0.0	0.0	0.0	91.5	2.5	0.0	0.9	0
	OTHER	0.0	0.0	0.5	11.6	0.0	0.0	0.3	3
	TOTAL	0.0	0.0	0.5	103.2	2.5	0.0	1.2	3
TOTAL	STATE	0.0	0.0	5.7	446.3	155.8	25.2	10.8	46.0
	OTHER	0.7	0.0	4.9	80.7	12.0	0.0	1.9	21.0
	TOTAL	0.7	0.0	10.7	527.0	167.8	25.2	12.7	67.0

*State system includes all State and Interstate Highways.

*Other system includes all County & Local Highways.

Awarded Contracts FY 2023

\$445,165,369.08

Interstate and National Highway System

\$307,300,919.71

Other Federal Aid

\$4,590,433.26

State Maintenance

\$28,353,567.32

State Funds

\$3,070,410.92

Alabama Transportation Rehabilitation
& Improvement Program (ATRIP)

\$788,480,700.29

TOTAL AMOUNT AWARDED

Awarded Contracts 2011-2023

Year	Contracts Awarded	Amount Awarded*
2011	285	715
2012	338	572
2013	371	709
2014	447	907
2015	399	850
2016	344	839
2017	361	1,309
2018	305	812
2019	292	652
2020	260	614
2021	240	699
2022	216	874
2023	201	788

*in millions of dollars

Materials & Tests Activities FY 2023

MATERIALS DIVISION

PAVEMENT DESIGN SECTION

Pavement Structural Designs Approved	278
Pavement Structural Design Addendums Approved	204

CERTIFICATION SECTION

Miles of Independent Assurance Sampling & Testing	796.7
Concrete Structures Projects	14
Safety Improvement & Guardrail Projects	34
Total Projects IAS&T Certified Completed	150
COM Letters	224

NUCLEAR GAGE LABORATORY

Repaired Nuclear Gages	39
Disposed Nuclear Gages	14
Calibrated/Recalibrated Nuclear Gages	125
Leak-tested Nuclear Gages	461

GEOTECHNICAL DIVISION

GEOTECHNICAL IN-HOUSE DESIGN

Bridge and Culvert Reports	10
Slide Correction & Back Slope Reports	3
Limited Soil Survey & Materials Reports	8
Slope Study Reports	12
Sign, Signal Pole & High-mast Lighting Reports	8
Retaining Wall Reports	0
Special Projects (i.e. Sinkholes & Rockfalls)	1
Building Foundation	0
Geo-hydrological Reports	13

GEOTECHNICAL CONSTRUCTION

Wave Equation Analysis	80
Dynamic Testing/Restrikes for Construction	199
Static Load Tests	20
Drive to Refusal Analysis	10
Hammer Approvals	79
Construction Submittal Reviews	44

GEOTECHNICAL CONSULTANT DESIGN

Bridge and Culvert Reports	15
Slope Study Reports	7
Slide Correction & Back Slope Reports	3

Soil Survey Reports	8
Sign, Signal Pole & High-mast Lighting Reports	1
Retaining Wall Reports	5
Special Projects	0
Reports reviewed for concurrence	5
FOUNDATION INVESTIGATION-DRILLING	
Bridge and Culvert Projects	18
Slide Correction & Back Slope Projects	15
Soil Survey Projects	15
Sign, Signal Pole & High-mast Lighting Projects	12
Retaining Wall Projects	2
Special Projects (Sinkhole studies & Hazard Materials Sites & Asphalt)	5
Total Footage Drilled for Projects (feet)	23,886

ENVIRONMENTAL SERVICES DIVISION

HAZARDOUS MATERIALS

Clearance for Projects	151
Investigations at Underground Storage Tank or Hazardous Materials Sites	4
Site Remediation Projects (UST Closure, Corrective Action, etc.)	11

ENVIRONMENTAL COMPLIANCE

Environmental Audits	51
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PAVEMENT MANAGEMENT DIVISION

Centerline Miles of Pavement Friction Testing	7,460
Centerline Miles of Pavement Condition Assessment	7,534
Pavement Condition Assessment/ Non-State Route HPMS Samples	1,082
Falling weight Deflectometer Testing-Projects	155

TESTING DIVISION

Aggregate/Soils Lab Test Reports	2,055
Cement Lab Test Reports	381
Hot Mix Asphalt Lab Test Reports	308
Physical Lab Test Reports	1,817
Liquid Asphalt Lab Test Reports	273
Chemical Lab Test Reports	1,403

Separations & Appointments

Separations & Appointments 16-Year Comparison

SEPARATIONS	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Resignations	201	118	137	142	148	153	152	170	167	205	238	231	253	295	374	360	2984
Dismissals	17	35	18	33	32	29	31	33	26	20	28	17	56	44	59	76	478
Layoffs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Leave Without Pay	68	79	113	38	33	38	23	37	25	28	33	32	32	29	24	47	632
Suspension	62	54	64	45	54	52	28	35	39	46	43	45	46	37	36	28	686
Death	11	11	15	14	12	10	6	9	12	11	13	6	13	19	6	17	168
Retirement	79	94	127	130	187	141	157	156	163	129	141	135	153	147	173	140	2112
TOTAL	438	391	474	402	466	423	397	440	432	439	496	466	553	571	672	668	7060
APPOINTMENTS	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Regular	306	550	520	459	186	236	360	369	329	397	440	445	371	342	466	562	5776
Form 8 Provisional	64	45	64	10	0	2	2	1	1	1	0	33	51	36	45	47	355
Temporary	41	25	36	13	6	1	7	8	2	2	1	7	2	4	1	1	156
TOTAL	411	620	620	482	192	239	369	378	332	400	441	464	423	382	512	610	6265

Fiscal Year 2023 Separations & Appointments by Category

SEPARATIONS	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total
Resignations	28	32	23	21	22	28	24	32	31	38	53	28	360
Dismissals	4	4	4	7	6	8	7	7	7	6	8	8	76
Layoffs	0	0	0	0	0	0	0	0	0	0	0	0	0
Leave without Pay	2	4	10	4	4	3	0	5	3	3	6	3	47
Suspension	1	4	5	1	6	1	2	2	3	1	1	1	28
Death	0	2	1	2	1	2	1	6	0	1	1	0	17
Retirement	3	4	25	14	13	17	14	16	11	8	9	6	140
TOTAL	38	50	68	49	52	59	48	68	55	57	78	46	668
APPOINTMENTS	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total
Regular	52	55	42	32	43	51	53	53	63	57	32	29	562
Provisional	0	0	0	0	0	0	0	0	0	0	0	0	0
Temporary	0	0	0	0	0	0	0	0	0	0	1	0	1
Form 8	0	0	3	1	1	0	0	17	15	10	0	0	47
TOTAL	52	55	45	33	44	51	53	70	78	67	33	29	610

Personnel & Payroll 2022-2023 Comparison

Semi-weekly Pay Period	2022 FY		2023 FY	
	Employees	Payroll	Employees	Payroll
October 1-15	4306	\$9,296,359.44	4200	\$9,627,205.46
October 16-31	4290	\$9,176,143.34	4209	\$9,597,545.44
November 1-15	4289	\$11,577,388.02	4233	\$11,898,768.95
November 16-30	4293	\$9,121,770.57	4223	\$9,564,196.42
December 1-15	4303	\$9,234,992.93	4247	\$9,655,444.27
December 16-31	4301	\$9,130,325.36	4232	\$9,620,564.77
January 1-15	4305	\$10,235,400.13	4242	\$10,012,349.64
January 16-31	4245	\$9,098,377.31	4209	\$9,606,026.19
February 1-15	3896	\$8,867,239.31	4243	\$10,129,475.37
February 16-28	4230	\$9,029,323.26	4210	\$9,585,946.73
March 1-15	4228	\$9,306,428.97	4215	\$9,866,134.90
March 16-31	4224	\$9,191,648.57	4212	\$9,818,954.98
April 1-15	4243	\$9,351,839.68	4230	\$10,106,040.62
April 16-30	4224	\$9,119,611.44	4218	\$9,698,873.15
May 1-15	4227	\$9,398,707.98	4236	\$9,895,787.97
May 16-31	4221	\$9,097,525.01	4246	\$9,845,938.94
June 1-15	4252	\$9,373,119.42	4253	\$10,059,383.31
June 16-30	4254	\$9,184,083.17	4262	\$9,898,877.80
July 1-15	4254	\$9,504,459.77	4279	\$9,880,968.20
July 16-31	4236	\$9,205,673.91	4286	\$9,915,764.18
August 1-15	4243	\$9,227,970.39	4276	\$10,051,055.00
August 16-31	4227	\$9,181,351.17	4267	\$9,941,469.49
September 1-15	4202	\$9,578,174.76	4268	\$10,232,364.36
September 16-30	4198	\$9,617,762.64	4236	\$10,108,231.84
TOTAL PAYROLL		\$225,105,676.55		\$238,617,367.98
SEMI-WEEKLY AVERAGE	4237	\$9,379,403.19	4239	\$9,942,390.33

Right of Way Bureau Activities 2023

ROW OPERATIONS

APPRAISAL

Appraiser Fees	1,507,573
Staff Appraiser Costs	249,621

TOTAL APPRAISAL COSTS **\$1,757,194**

ACQUISITIONS

857 Parcels Acquired throughout FY 2023

Attorney Fees	717,769
Court Filing Costs	69,607
Right of Way Acquisition Costs	43,234,967

TOTAL ACQUISITION COSTS **\$44,022,343**

RELOCATION

Relocation of individuals, families, businesses, farms, and non-profit organizations	7,953,570
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TOTAL RELOCATION COSTS **\$7,953,570**

PROPERTY MANAGEMENT

Rental Receipts from Acquired Property	260,565
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TOTAL REVENUE (CREDITED BACK TO PROJECTS) **\$260,565**

Land Leases	221,053
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Oil and Gas Leases	9,892
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Sale of Uneconomic Remnants, Right of Way, and Access Rights	1,050,087
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Sale of Structures	0
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TOTAL REVENUE (CREDITED TO US CODE TITLE 23 FUNDING) **\$1,281,032**

TOTAL PROPERTY MANAGEMENT REVENUE **\$1,541,597**

UTILITIES

UTILITY RELOCATIONS

66 Executed SAHD #1 Non-Reimbursable Agreements	0
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20 Executed SAHD #2 Reimbursable Agreements	12,479,929
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10 Executed SAHD #3 Reimbursable Agreements	7,423,608
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0 Executed SAHD #4 Non-Reimbursable Agreements	0
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TOTAL UTILITY RELOCATION COSTS **\$19,903,537**

Product Evaluation Section Reporting Numbers under the direction of the ALDOT Product Evaluation Board

89
Products Submitted for Evaluation

39
Products Currently Under Evaluation

74
Products Approved

12
Products Disapproved for
Approval Consideration

Product Evaluation Section Reporting Numbers under the direction of the ALDOT Research Advisory Committee

10
Projects Approved for Funding

3
Transportation Pooled Fund
Studies Participating In

34
Ongoing Research (Active) Projects

3
Active State-Led
Transportation Pooled Fund Studies

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

Executive summary

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

The ATIB guaranty is provided through a Master Trust Indenture structure with pledged revenues consisting of License and Registration Fees, Diesel Tax, Motor Carrier Fuel Tax, and Identification Marker Fees of the State’s Public Road and Bridge Fund. The pledged revenues totaled \$278,788,498 for Fiscal Year 2023.

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

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

Local governmental entities’ share of gas tax receipts, sales tax receipts, ad valorem taxes, and other revenue receipts, etc. are used to secure and amortize low fixed-rate ATIB loans. The ATIB works with local governmental entities on meeting certain financial covenants in order to participate in the program.

Pursuant to Act No. 2023-382, the Fiscal Year 2024 Public Road and Bridge Fund budget provides an annual contribution to the ATIB in an amount not to exceed \$25,000,000, if needed, for debt service in the event of a borrower default scenario (i.e., ATIB debt service is due on the 15th of the month with borrower loan payments due on the 1st of the month).

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

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

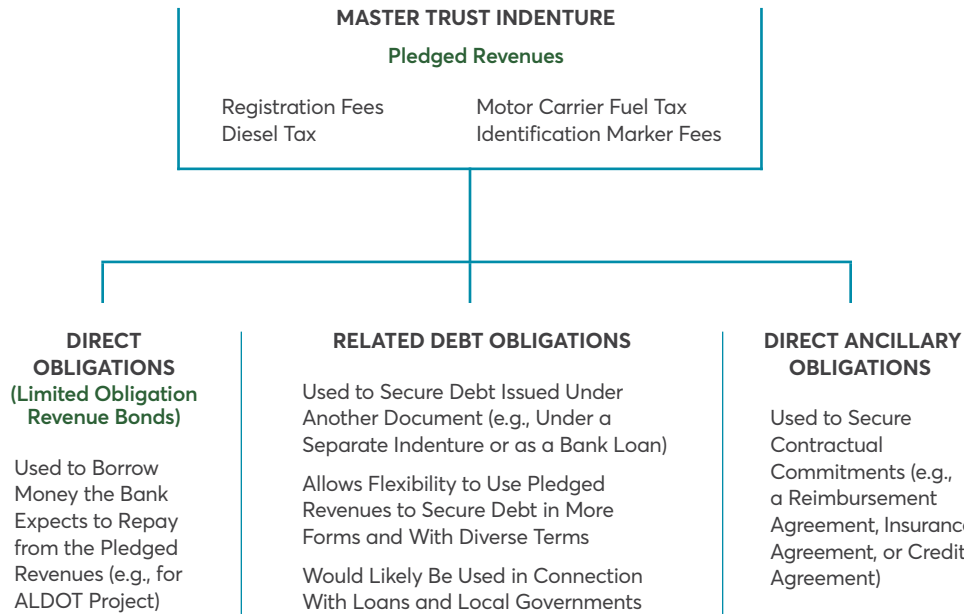
The ATIB provides an on-going 5 basis point administrative fee to ALDOT through local governmental entities loan repayments. The administrative fees are used to recoup costs of issuance funded up-front by ALDOT, to capitalize the ATIB, and provide a subordinated revenue pledge to ATIB bond debt service.

Board of Directors

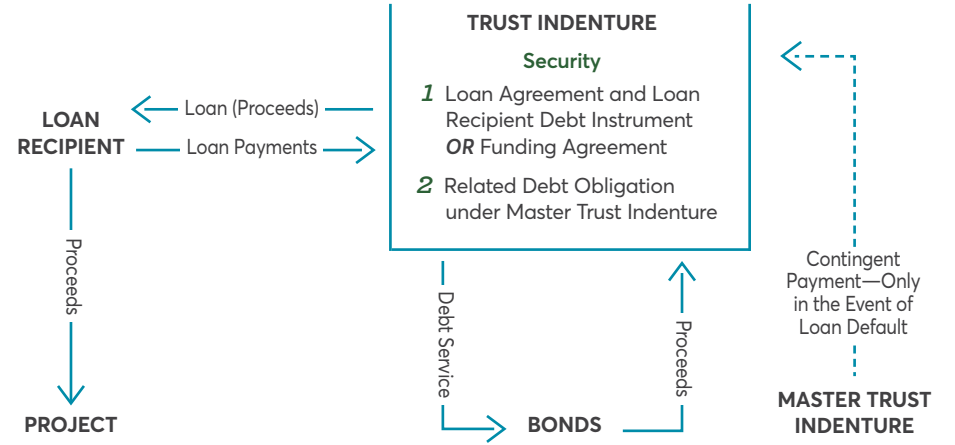
Transportation Director John Cooper, Chairman
 State Treasurer Young Boozer, Vice Chairman
 Finance Director Bill Poole, Secretary
 Chief of Staff Liz Filmore
 Representative Randall Shedd

Deputy Chief of Staff Brooks McClendon
 Senator Arthur Orr
Alabama Department of Transportation
 Jeff Hornsby, Chief Financial Officer

Program Structure



Local Loan Structure



2023 Borrowers

\$4,170,000

Jackson County Project

Alabama Transportation Infrastructure Bank Limited Obligation Revenue Bonds Series 2023-A

On August 1, 2023, ATIB approved and successfully competitively bid to the national bond market \$4,170,000 to fund a loan to Jackson County for local road projects. Fidelity Capital Markets won the bid and Jackson County received a “AA” fixed rate of 3.79% for 15 years.

Jackson County identified multiple needs for roadway improvements to numerous county roads including major and minor collector roadways and resurfacing and preserving critical corridors within the County’s inventor of hot mix paved roadways.

Jackson County pledged its share of the State’s Rebuild Alabama tax and County 2.5 mill ad valorem tax.

\$6,940,000

City of Saraland Project

Alabama Transportation Infrastructure Bank Limited Obligation Revenue Bonds Series 2023-B

On September 12, 2023, ATIB approved and successfully competitively bid to the national bond market \$6,940,000 to fund a loan to the City of Saraland for local transportation projects. Robert W. Baird, Inc. won the bid and Saraland received a “AA” fixed rate of 4.19% for 20 years.

Saraland identified major improvements needed for Celeste Road to improve the City’s access to I-65. Improvements included constructing a five-lane curb and gutter section along Celeste Road, constructing a new signalized intersection, and new traffic safety features.

Saraland pledged the City’s gas tax revenues which are its share of the State’s Rebuild AL tax, 7 cent, 6 cent, and 2 cent Mobile County gas tax.

State Oversight Framework

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

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

ALDOT staff and other outside professionals thoroughly evaluate loan applications.

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

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

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

The current program loan minimum is \$1 million. Such loan amount can include pooled projects and may be joint with other governmental entities (i.e., Rebuild pledge for joint city/county projects).

The trustee for ATIB bonds is Regions Bank.

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

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

1. (US 231 part, US 431, US 280 part, US 82 part, US 80 part, US 78 part, US 278 part, I-20 part) from the Florida Line near Madrid via Dothan, Abbeville, Eufaula, Phenix City, Opelika, Lafayette, Roanoke, Wedowee, Oxford, Anniston, Gadsden, Guntersville, and Huntsville to end at the Tennessee Line near Fisk
2. (US 72, US 43 part, US 231 part, US 431 part) from the Mississippi Line near Margerum via Tusculmbia, Florence, Athens, Huntsville, and Scottsboro to end at the Tennessee Line near Bridgeport
3. (US 31, US 29 part, US 84 part, US 280 part, I-65 part, US 72 Alt part) from a junction with Alabama 16 near Spanish Fort via Stapleton, Bay Minette, Atmore, Brewton, Evergreen, Greenville, Montgomery, Birmingham, Cullman, and Decatur to end at the junction with Interstate 65 in Athens
4. (US 78 part, US 11 part, I-20 part) from the Mississippi Line near Bexar via Hamilton, Jasper, Birmingham, Leeds, Pell City, Oxford, and Heflin to end at the Georgia Line near Fruithurst
5. (US 11 part, I-59 part, US 78 part, Alt US 78) from a junction with Alabama 13 in Thomasville via Safford, Marion, Brent, Woodstock, Birmingham, and Jasper to end at the junction with Alabama 74 (US 278) in Natural Bridge
6. (US 82, US 43, I-65 part, US 80 part, US 231 part, US 29 part, US 431 part) from the Mississippi Line near Stafford via Tuscaloosa, Centreville, Prattville, Montgomery, Union Springs, and Eufaula to end at the Georgia Line at the east limits of the City of Eufaula
7. (US 11, US 80 part, US 43 part, I-359 part, I-59 part, US 78 part, US 278, US 431 part) from the Mississippi Line near Cuba via Livingston, Eutaw, Tuscaloosa, Birmingham, Attalla, and Fort Payne to end at the Georgia Line near Hammondville
8. (US 80, US 43 part, I-65 part, US 82 part, US 231 part, US 80 part, I-85 part, US 29 part, US 280 part, US 431 part) from a junction with Interstate 59 at the Cuba Interchange via Demopolis, Selma, Montgomery, and Tuskegee to end at the Georgia Line at the east limits of the City of Phenix City
9. US 331,(US 84 part, US 29 part, US 80 part, US 82 part, US 231 part, US 78 part) from the Florida Line in Florala northerly via Opp, Brantley, Luverne, Montgomery, Wetumpka, Goodwater, Ashland, Lineville, Heflin, Iron City, Piedmont, Centre, and Cedar Bluff to end at the Georgia Line east of Cedar Bluff
10. (US 331 part, US 29 part, US 231 part) from the Mississippi Line west of Pushmataha via Butler, Nanafalia, Camden, Greenville, Luverne, Troy, Brundidge, and Abbeville to end at the Georgia Line near Fort Gaines, Georgia
11. US Route Number—not used
12. (US 84, US 31 part, US 29 part, US 331 part) from the Mississippi Line west of Isney easterly via Bolinger, Coffeerville, Grove Hill, Mexia, Repton, Evergreen, River Falls, Andalusia, Opp, Elba, Enterprise, Daleville, and Dothan to end at the Georgia Line southeast of Gordon
13. (US 43 part, US 80 part, US 11 part, US 82 Part, US 278 part, US 72 part) from a junction with Alabama 16 in Mobile via Thomasville, Demopolis, Eutaw, Tuscaloosa, Eldridge, Natural Bridge, Haleyville, Phil Campbell, Russellville, and Florence to end at the Tennessee Line north of Greenhill
14. (US 43 part, US 80 part, US 31 part, I-65 part) from the Mississippi Line northwest of Pickensville via Pickensville, Aliceville, Clinton, Eutaw, Greensboro, Marion, Selma, Prattville, Wetumpka, Tallassee, and Auburn to end at the junction with Alabama 147 in Auburn
15. (US 29 part, US 84 part, US 331 part, US 82 part, US 80 part, I-85 part, US 280 part) from a junction with Alabama 3 in Brewton via Andalusia, Luverne, Troy, Banks, Union Springs, Tuskegee, and Opelika to end at the Georgia Line in Lanett
16. (US 90, US 98 part, I-65 part) from the Mississippi Line west of Grand Bay via Mobile, Spanish Fort, Loxley, and Robertsdale to end at the Florida Line east of Seminole
17. (US 45 part, US 43 part, US 72 part) from a junction with Alabama 42 in Mobile via Citronelle, Deer Park, Chatom, Butler, York, Aliceville, Reform, Millport, Vernon, Sulligent, Hamilton, Russellville, and Florence to end at the Tennessee Line north of Zip City
18. (US 43 part) from the Mississippi Line west of Vernon via Vernon, Fayette, and Berry to end at the junction with Alabama 69 near Oakman
19. From a junction with Alabama 17 north of Detroit via Vina and Red Bay to end on Mississippi Line.
20. (US 43 part, US 72 part, US 72 Alt part, US 31 part) from the Tennessee Line north of Dart via Florence, Tusculmbia, and Decatur to end at the junction with Interstate 565 in Huntsville ending at Junction Interstate 65 and Interstate 565 west of Huntsville
21. (US 80 part, US 31 part, US 82 part, US 231 part) from the Florida Line south of Atmore via Atmore, Monroeville, Riley, Oak Hill, Furman, Hayneville, Montgomery, Wetumpka, Rockford, Sylacauga, Talladega, and Anniston to end at the junction with Alabama 74 (US 278) in Piedmont

State Highway System Description

22. (US 80 part, US 31 part, US 280 part) from a junction with Alabama 5 in Safford via Selma, Maplesville, Clanton, Cooper, Rockford, Alexander City, and Roanoke to end at the Georgia Line northeast of Rock Mills
23. From a junction with Alabama 7 (US 11) north of Springville via St Clair Springs to end at the junction with Alabama 25 (US 231, US 411) in Ashville
24. From the Mississippi Line in Red Bay via Russellville and Moulton to end at the junction with Alabama 67 in Decatur
25. (US 82 part, US 231 part, US 411 part) from a junction with Alabama 5 at Sunny South via Thomaston, Faunsdale, Greensboro, Centreville, Calera, Harpersville, Vincent, Leeds, Odenville, Ashville, Gadsden, and Centre to end at the Georgia Line east of Forney
26. From a junction with Alabama 51 in Hurtsboro via Hatchechubbee to end at the Junction with Alabama 1 (US 431) in Seale
27. (US 231 part) from the Florida Line southwest of Geneva via Geneva, Enterprise, and Ozark to end at the junction with Alabama 10 in Abbeville
28. (US 11 part, US 80 part, US 43 part) from a junction with Alabama 17 north of Boyd via Livingston, Jefferson, Linden, Catherine, and Camden to end at the junction with Alabama 21 west of Furman
29. US Route Number—not used
30. From a junction with Alabama 51 in Clayton easterly to end at the junction with Alabama 1 (US 431) in Eufaula
31. US Route Number—not used
32. From the Mississippi Line west of Cochrane easterly to end at the junction with Alabama 17 south of Cochrane
33. From a junction with Alabama 74 (US 278) in Double Springs northeasterly via Wren and Moulton to end at the junction with Alabama 20 (US 72 Alt) east of Courtland
34. From a junction with Alabama 53 (US 231) at Cropwell southeasterly to end at the junction with Alabama 77 north of Talladega
35. (US 11 part) from a junction with Alabama 9 northeast of Cedar Bluff via Gaylesville, Fort Payne, Rainsville, and Scottsboro to end at the junction with Alabama 2 (US 72) west of Woodville
36. From a junction with Alabama 33 in Wren via Danville and Hartselle to end at the junction with Alabama 53 (US 231) at 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 Res
38. (US 280, US 231 part, I-85 part, US 431 part, US 80 part) from a junction with Alabama 3 (US 31) in Birmingham southeasterly via Sylacauga, Alexander City, Dadeville, and Opelika to end at the Georgia Line in Phenix City
39. From a junction with Alabama 7 (US 11) north of Livingston via Gainesville to end at the junction with Alabama 14 in Clinton
40. From a junction of Alabama 35 south of the Tennessee River Bridge near Scottsboro easterly north of Dutton via Dean's Chapel and Henagar to end at the junction with Alabama 117 near Hammondville
41. (US 29 part, US 84 part) from the Florida Line in Dixonville via Brewton, Repton, Monroeville, and Camden to end at the junction with Alabama 14 in Selma
42. (US 98, US 90 part) from the Mississippi Line west of Wilmer via Wilmer, Mobile, Spanish Fort, Fairhope, Barnwell, and Foley to end at the Florida Line near Lillian
43. US Route Number—not used
44. From a junction with Alabama 118 (US 78) in Guin via Twin to end at the junction with Alabama 129 near Brilliant
45. US Route Number—not used
46. From a junction with Alabama 4 (US 78) in Heflin via Bells Mill and Trickem to end at the Georgia Line east of Trickem
47. From a junction with Alabama 12 (US 84) at Mexia via Monroeville, Beatrice, and Midway to end at the junction with Alabama 10 in Awin
48. From a junction with Alabama 9 in Lineville via Wedowee and Woodland to end at the Georgia Line east of Graham
49. (US 280 part) from the beginning of the South ramps of Neil's Chapel Interchange at Interstate 85 northerly via Franklin, Reeltown, Dadeville, Newsite, Mellow Valley, and Lineville to end at the junction with Alabama 281 east of Cheaha State Park
50. (US 280 part) from a junction with Alabama 229 at Red Hill via Union, Walnut Hill, Thornton, Camp Hill, and Lafayette to end at the junction with Alabama 15 (US 29) in Lanett
51. (US 82 part) from a junction with Alabama 12 (US 84) west of Enterprise via Clintonville, Rocky Head, Ariton, Clio, Louisville, Clayton, Midway, Hurtsboro, and Marvyn to end at the Junction with Alabama 38 (US 280) in Opelika
52. (US 84 part) from a junction with Alabama 9 (US 331) in Opp, via Kinston, Samson, Geneva, Hartford, and Dothan to end at the Georgia Line in Columbia
53. (US 231 part, US 82 part, US 80 part, US 280 part, US 411 part) from the Florida Line south of Grangeburg via Cottonwood, Dothan, Midland City, Troy, Montgomery, Wetumpka, Sylacauga, Harpersville, Pell City, Ashville, Oneonta, Arab, Huntsville, and Ardmore to end at the junction with Interstate 65 south of the Tennessee Line
54. From a junction with Alabama 9 (US 331) in Florala via Hacoda to end at the junction with Alabama 52 west of Samson
55. (US 331 part, US 29 part, US 84 part, US 31 part) from the Florida Line in southwest Florala via Andalusia to end at the junction with I-65 west of Georgiana
56. From the Mississippi Line west of Chatom via Chatom to end at the junction with Alabama 13 (US 43) in Wagarville
57. (US 45 part) from a junction with Alabama 17 at Deer Park, via Fruitdale, to end at the Mississippi Line northwest of Yellow Pine
58. Number not used – Route eliminated 08/14/15.
59. (US 90 part, US 31 part) from a junction with Alabama 182 in Gulf Shores via Foley, Robertsedale, Loxley, Stapleton, Bay Minette, and Stockton to end at the junction with Alabama 21 in Uriah
60. From a junction with Alabama 14 at Wedgeworth northeasterly to end at the junction with Alabama 69 near Havana
61. From a junction with Alabama 8 (US 80) in Uniontown via Newbern to end at the junction with Alabama 14 in Greensboro
62. From a junction with Alabama 227 at Meltonsville westerly to end at the north entrance to an industrial facility
63. From a junction with Alabama 14 at Claud via Eclectic, Alexander City, and Hackneyville to end at the junction with Alabama 9 south of Millerville
64. From a junction with Alabama 13 (US 43) south of Green Hill via Lexington to end at the junction with Alabama 207 north of Anderson
65. From a junction with Alabama 2 (US 72) north of Paint Rock via Garth, Trenton, Hollytree, Princeton, Swaim, and Larkin to end at the Tennessee Line north of Francisco
66. From a junction with Alabama 28 at Consul easterly to end at the junction with Alabama 5 southwest of Safford
67. (US 72 Alt part) from a junction with Alabama 53 (US 231) south of Summit via Hulaco, Somerville, and Decatur to end at the State Docks Property north of Alabama 20 (US 72 Alt) in Decatur
68. (US 11 part, US 411 part) from a junction with Alabama 75 north of Albertville via Crossville, Collinsville, Leesburg, Centre, Cedar Bluff, and Gaylesville to end at the Georgia Line east of Gaylesville
69. (US 43 part, I-359 part, US 80 part, Alternate US 78 part, I-65 part, US 31 part, US 278 part) from a junction with Alabama 177 in Jackson via Coffeerville, Nanafalia, Linden, Gallion, Greensboro, Moundville, Tuscaloosa, Oakman, Jasper, Cullman, and Arab to end at the junction with Alabama 1 (US 431) in Guntersville
70. From a junction with Alabama 3 (US 31) at Dargin northeasterly to end at the junction with Alabama 25 in Columbiana
71. From a junction with Alabama 35 in Section via Flat Rock and Higdon to end at the Georgia Line northeast of Higdon
72. US Route Number—not used
73. From a junction with Alabama 71 northeast of Higdon northerly via Bryant School to end at the Tennessee Line
74. (US 278 part, US 431 part, Alternate US 431 part) from a junction with Alabama 4 (US 78) west of Hamilton via Hamilton Natural Bridge, Double Springs, Cullman, Holly Pond, Attalla, Gadsden, and Piedmont to end at the Georgia Line
75. From the southern limits of Interstate 59 at Cozy Corner via Pinson, Oneonta, Albertville, Rainsville, and Ider to end at the Georgia Line north of Ider
76. (US 280 part, US 231 part) from a junction with Alabama 25 north of Wilsonville via Childersburg to end at the junction with Alabama 21 at Winterboro
77. From a junction with Alabama 1 (US 431) in Lafayette via Wadley, Mellow Valley, Ashland, Talladega, Lincoln, Southside, Rainbow City, and Attalla to end at the junction with Alabama 1 (US 431) northwest of Attalla
78. US Route Number—not used
79. (US 231 part, US 431 part) from a junction with Interstate 59 (Northbound ramp) in Birmingham via Tarrant City, Pinson, Cleveland, Liberty, Brooksville, Guntersville, Scottsboro, Skyline, and Hytop to end at the Tennessee Line north of Hytop
80. US Route Number—not used
81. From a junction with Alabama 8 (US 80) in Tuskegee northerly to end at the junction with Alabama 14 in Notasulga
82. US Route Number—not used
83. From a junction with Alabama 3 (US 31) in Evergreen via Lyeffion to end at the junction with Alabama 47 in Midway
84. US Route Number—not used
85. From a junction with Alabama 27 in northeast Geneva northeasterly via Bellwood and Clayhatchee to end at the south boundary of the Fort Rucker Reservation in Daleville
86. From the Mississippi Line west of Pickensville easterly via Pickensville and Carrollton to end at the junction with Alabama 6 (US 82) southeast of Gordo
87. (US 84 part) from the Florida Line south of Samson northerly via Samson, Elba, and Spring Hill to end at the junction with Alabama 53 (US 231) in Troy

State Highway System Description

88. From a junction with Alabama 12 (US 84) in northwest Enterprise southeasterly to a junction with Alabama 192 and Alabama 167 in southeast Enterprise
89. From a junction with Alabama 21 near Snow Hill northerly via Carlowville to end at the junction with Alabama 41 north of Richmond
90. US Route Number—not used
91. From a junction with Alabama 69 at Wilburn via Arkadelphia and Hanceville to end at the junction with Alabama 74 (US 278) in Holly Pond
92. From a junction with Alabama 167 southeast of Enterprise easterly via Clayhatchee to end at the junction with Alabama 12 (US 84) north of Wicksburg
93. From a junction with Alabama 53 (US 231) near the south city limits of Brundidge northerly via Brundidge to end at the junction with Alabama 15 (US 29) in Banks
94. From a junction with Alabama 9 (US 331) in Ada southeasterly via Ramer and Dublin to end at the junction with Alabama 53 (US 231) in Orion
95. From the junction with Alabama 52 northerly via Columbia, Haleburg and Abbeville to end at the junction with Alabama 1 (US 431) south of Terese
96. From the Mississippi Line west of Millport via Millport and Kennedy to end at the junction with Alabama 18 in Fayette
97. (US 31 part) from a junction with Alabama 9 (US 331) north of Highland Home via Davenport and Hayneville to end at the junction with Alabama 8 (US 80) in Lowndesboro
98. US Route Number—not used
99. From a junction with Alabama 3 (US 31) in Athens northwesterly via Goodsprings to end at the junction with Alabama 207 north of Anderson
100. From a junction with Alabama 15 in Andalusia northeasterly to end at a junction with Alabama 12 (US 84) near the northeast city limits of Andalusia
101. From a junction at Lawrence County Road 460 west of Moulton northerly via Hatton, Town Creek, Elgin, and Lexington to end at the Tennessee Line north of Lexington
102. From a junction with Alabama 171 (US 43) north of Fayette easterly via Studdards Crossroads to end at the junction with Alabama 124 in Townley
103. From the Florida Line south of Fadette northerly and northwesterly via Fadette and Slocomb to end at the junction with Alabama 123 in Wicksburg
104. From a junction with Alabama 42 (US 98) in Fairhope easterly via Silverhill to end at the junction with Alabama 59 in Robertsdale
105. From a junction with Alabama 27 in Ozark northeasterly via Skipperville and Clopton to end at the junction with Alabama 10 north of Clopton
106. From the Conecuh-Butler County line east of Midway easterly via Georgiana to end at the junction with Alabama 15 (US 29) south of Brantley
107. From a junction with Alabama 18 west of Fayette via Bluff to end at the junction with Alabama 118 (US 278) in Guin
108. Proposed route from the junction of Alabama 8 & 21 (US 80) on the west side of Montgomery westerly to end at the junction of Interstate 85 east of Montgomery (known as the "Montgomery Outer Loop")
109. From the Florida Line southwest of Madrid northerly to end at the junction with Alabama 1 (US 231) north of Madrid
110. From a junction of Alabama 126 east of Montgomery southeasterly via Cecil and Fitzpatrick to end at the junction with Alabama 6 (US 82) west of Union Springs
111. From a junction with Alabama 14 in Wetumpka via Holtville to end at the junction with Alabama 143 north of Deatsville
112. Number not used—Route eliminated 05/25/04
113. (US 29 part, US 31 part) from the Florida Line in Flomaton northerly via Flomaton and Pineview to end at the junction with Interstate 65 near Barnett Crossroads
114. From a junction with Alabama 10 south of Lavaca north-easterly via Lavaca, Pennington, and Naheola, thence easterly via Myrtlewood to end at the junction with Alabama 69 southeast of Myrtlewood
115. From a junction with Alabama 9 south of Kellyton northerly to end at the junction with Alabama 38 (US 280) in Kellyton
116. From a junction with Alabama 17 south of Geiger easterly to end at the junction with Alabama 39 in Gainesville
117. From the Georgia Line south of Mentone northwesterly via Mentone, Valley Head, Ider, Flat Rock, Stevenson, and Bass to end at the Tennessee Line north of Bass
118. (US 278 part, Alternate US 78 part) from the Mississippi Line west of Sulligent via Sulligent, Guin, Winfield, and Carbon Hill to end at the junction with Alabama 69 in Jasper
119. (US 31 part) from a junction with Alabama 25 in Montevallo northerly via Alabaster, Pelham, and Oak Mountain State Park to end at the junction with Alabama 4 (US 78) in Leeds
120. From a junction with Alabama 49 in Reeltown southeasterly to end at the junction with Alabama 14 in Liberty City
121. Number not used
122. From a junction with Alabama 12 (US 84) in New Brockton northeasterly to end at the junction with Alabama 51 in Clintonville
123. From a junction with Alabama 167 south of Hartford northerly via Hartford, Newton, Ozark, and Ariton to end at the junction with Alabama 53 (US 231) west of Ariton
124. From a junction with Alabama 118 (US 78) east of Pochahontas southeasterly via Townley to end at the junction with Alabama 69 at McCollum
125. From a junction with Alabama 203 in Elba northeasterly via Arcus, Victoria, and Tarentum to end at the junction with Alabama 53 (US 231) south of Brundidge
126. (US 80 part) from a junction with Alabama 126 at Technacenter Drive east of Montgomery easterly parallel with Interstate 85 to end at a junction with Alabama 8 (US 80) at Waugh, thence westerly parallel with Interstate 85 to end at a point north of the beginning point of Alabama 126.
127. From a junction with Alabama 99 in Athens northerly via Elkmont to end at the Tennessee Line north of Elkmont
128. From a junction with Alabama 63 south of Alexander City easterly to end at Wind Creek State Park
129. (Alternate US 78 part) from a junction with Alabama 171 (US 43) north of Fayette, northerly via Hubbertsville, Glen Allen, Brilliant, and Haleys to end at the junction with Alabama 13 south of Haleyville
130. From a junction with Alabama 15 (US 29) east of Banks easterly via Shiloh to end at the junction with Alabama 51 southwest of Louisville
131. From a junction with Alabama 10 west of Blue Springs northeasterly via Texasville and Baker Hill to end at the junction with Alabama 1 (US 431) south of Eufaula
132. From a junction with Alabama 75 in Oneonta northeasterly via Taits Gap and Altoona to end at the junction with Alabama 74 (US 278) east of Red Bud
133. From a junction with Alabama 20 southeast of Tusculumbia northerly via Muscle Shoals and across Patton Island Bridge to the junction of Alabama 157, thence easterly along Veterans Drive and northerly and westerly along Cox Creek Parkway to end at the junction of Alabama 20 west of Florence
134. (US 84 part) from a junction with Alabama 9 and Alabama 12 (US 331 and US 84) north of the L&N Railroad in Opp easterly via Ino, Turner Crossroads, Enterprise, Daleville, Newton, Midland City, and Headland to end at the junction with Alabama 95 near Columbia
135. Number not used—Route eliminated 11/18/16
136. From a junction with Alabama 21 south of Monroeville southeasterly via Excel to end at the junction with Alabama 12 (US 84) west of the Conecuh-Monroe County Line
137. From the Florida Line south of Wing northerly via Wing to end at the junction with Alabama 15 (US 29) south of Andalusia
138. From the west denied access line of Interstate 85, 0.45 mile north of the centerline of Interstate 85 easterly to end at Alabama 8 in Shorter
139. From a junction with Alabama 22 in Maplesville northerly via Randolph and Brierfield to end at the junction with Alabama 25 southwest of Wilton
140. From a junction with Alabama 41 southeast of Selma easterly to end at the junction with Alabama 14 west of Burnsville
141. From a junction with Alabama 189 northerly via Danleys Crossroads to end at the junction with Alabama 9 (US 331) south of Brantley
142. From a junction with Alabama 118 (US 278) east of the Lamar-Marion County Line, northeasterly to end at the junction with Alabama 118 and Alabama 171 (US 43) in Guin
143. From a junction with Interstate 65 north of Montgomery northerly via Millbrook and Speigner to end at the junction with Alabama 3 (US 31) north of Marbury
144. From a junction with Alabama 53 (US 231) south of Wattsville northeasterly via Ragland and Ohatchee to end at the junction with Alabama 1 (US 431) in Alexandria
145. From a junction with Alabama 3 (US 31) in Clanton northerly to end at the junction with Shelby County Road 61 south of Wilsonville
146. From a junction with Alabama 65 at Swaim easterly to end at the junction with Alabama 79 north of Skyline
147. From a junction with Interstate 85 and Alabama 15 (US 29) in the southwest portion of Auburn northerly along Shug Jordan Parkway and North College Street through Auburn. Thence northerly via the Bottle and Gold Hill to end at the junction with Alabama 1 (US 431) north of Gold Hill
148. From a junction with Alabama 21 in Sylacauga easterly to end at the junction with Alabama 9 in Millerville
149. From a junction with Alabama 38 (US 280) westerly along Shades Creek Parkway and Lakeshore Drive, to end at Homewood—Birmingham city limits approximately 300 feet west of junction of Wildwood Circle.
150. From a junction with Alabama 5 and Alabama 7 (US 11) in Bessemer easterly to end at the junction with Alabama 3 (US 31) in Hoover
151. From a junction with Alabama 79 north of Pinson northeasterly to end at the junction with Alabama 75 north of Pinson

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152. From a junction with Interstate 65 north of Montgomery easterly along Alabama 152 to end at the junction with Alabama 9, Alabama 21, and Alabama 53 (US 231) at Madison Park
153. From the Florida Line south of Samson northerly to end at the junction with Alabama 52 west of Samson
154. From a junction with Alabama 69 north of 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, Loflin, and Fort Mitchell to end at the junction with Alabama 1 (US 431) in Phenix City
166. From a junction with Alabama 141 at Danleys Crossroads easterly to end at the junction with Alabama 12 (US 84) in Elba
167. (US 84 part) from the Florida Line southeast of Hartford north-westerly via Hartford, Highbluff, Enterprise, and Folsom Bridge to end at the junction with Alabama 87 south of Spring Hill
168. From a junction with Alabama 75 in Douglas easterly via Boaz and Kilpatrick to end at the junction with Alabama 68 west of Crossville
169. (US 80 part) from a junction with Alabama 1 (US 431) northeast of Seale northerly via Crawford to end at the junction with Alabama 51 in Opelika
170. From a junction with Alabama 9, Alabama 21, and Alabama 53 (US 231) in Wetumpka northeasterly to end at the junction with Alabama 63 in Eclectic
171. (US 43 part, Alternate US 78 part, US 278 part, Alternate US 78 part) from a junction with Alabama 13 (US 43) north of Northport northwesterly via Newtonville, Fayette, Winfield, and Guin to end at the junction with Alabama 17 (US 43) in Hamilton
172. From a junction with Alabama 19 at Vina easterly via Hodges and Hackleburg to end at the junction with Alabama 13 in Bear Creek
173. From a junction with Alabama 1 (US 431) in Headland via Newville and Capps to end at the junction with Alabama 27 southwest of Abbeville
174. (US 411 part) from a junction with Alabama 7 (US 11) in Springville southeasterly via Odenville to end at the junction with Alabama 53 (US 231) north of Pell City
175. From a junction with Alabama 14 west of Sprott northerly to end at the junction with Alabama 5 south of Heiberger
176. From a junction with Alabama 68 southeast of Collinsville northeasterly via Dogtown along Little River Canyon to end at the junction with Alabama 35 southeast of Fort Payne
177. From a junction with Alabama 13 (US 43) at Jackson southeasterly and northeasterly via Jackson to end at the junction with Alabama 13 (US 43) north of Jackson
178. From a junction with Alabama 13 (US 43) north of Grove Hill easterly to end at the junction with Main Street in Fulton
179. From a junction with Alabama 74 (US 278) at Howelton northerly via Aurora to end at the junction with Alabama 168 west of Boaz
180. From the end of the paved road in Fort Morgan Historic Park easterly via Gulf Shores to end at the junction with Alabama 161 in Orange Beach
181. From a junction with Alabama 42 (US 98) north to end at the junction with Alabama 3 (US 31)
182. From Pine Beach west of Gulf Shores easterly via Gulf Shores to end at the Florida Line
183. From a junction with Alabama 8 (US 80) in Uniontown northeasterly via Marion, and Sprott to end at the junction with Alabama 6 (US 82) northwest of Maplesville
184. From a junction with Alabama 2, Alabama 13, and Alabama 17 (US 43 and US 72) in Muscle Shoals easterly via Listerhill and Nitrate City to end at the junction with Alabama 101 north of Town Creek
185. From a junction with Alabama 3 (US 31) south of Greenville northerly via Greenville and Fort Deposit to end at the junction with Alabama 3 (US 31) south of Sandy Ridge
186. From a junction with Interstate 85 northeast of Tuskegee southeasterly to end at the junction with Alabama 8 and Alabama 15 (US 80 and US 29) southwest of Alliance
187. From a junction with Alabama 17 (US 43) north of Hamilton northerly via Hodges to end at the junction with Alabama 24 in Belgreen
188. From the northern limits of Interstate 10 north of Grand Bay via Grand Bay, Bayou La Batre, and Coden to end at the junction with Alabama 193 at Alabama Point
189. (US 84 part) from a junction with Alabama 52 in Kinston northerly via Elba to end at the junction with Alabama 9 (US 331) south of Brantley
190. Number not used
191. From a junction with Alabama 22 east of Maplesville northerly via Pleasant Grove to end at the junction with Alabama 3 (US 31) in Jemison
192. From a junction with Alabama 167 in Enterprise northwesterly and northeasterly to end at the junction with Alabama 12 (US 84)
193. From a point on the south abutment of the Dauphin Island Bridge northerly across the Dauphin Island Bridge via Alabama Point and Mon Louis Island to end at the western limits of Alabama 16 (US 90) near Tillmans Corner
194. Number not used
195. (US 278 part) from a junction with Alabama 5 in Jasper northerly via Poplar Springs, Double Springs, Ashridge, and Forkville to end at the junction with Alabama 13 in Haleyville
196. From a junction with Alabama 52 west of Geneva southeasterly to end at the junction with Alabama 27 south of Geneva
197. From a junction with Alabama 15 (US 29) south of Union Springs northerly along Rooney Street to end at the junction with Alabama 6 and Alabama 15 (US 82 and US 29) in Union Springs
198. From a junction with Alabama 239 in Clayton easterly to end at the junction with Alabama 30 in southeast Clayton
199. From a junction with Alabama 81 north of Tuskegee northwesterly to end at the junction with Alabama 14 southwest of Liberty City
200. Number not used—Route eliminated 12/19/18
201. From a junction with Alabama 93 southeast of Banks northerly to end at the junction with Alabama 15 (US 29) east of Banks
202. From a junction with Interstate 20 in Talladega County northerly via Coldwater to end at the junction with Alabama 1 and Alabama 21 (US 431) in Anniston
203. Number not used—Route eliminated 7/20/22
204. From Alabama 1 (US 431) west of Crystal Springs via Angel to end at the junction with Alabama 21 in Jacksonville
205. From a junction with Alabama 1 (US 431) south of Boaz northerly via Boaz and Albertville to end at the junction with Alabama 1 (US 431) south of Guntersville
206. Number not used—Route eliminated 2/1/2013
207. From a junction with Alabama 2 (US 72) in Rogersville northerly via Anderson to end at the Tennessee Line north of Anderson
208. From a junction with Alabama 165 at Cottonton easterly to the east end of the Chattahoochee River bridge near Cottonton
209. Number not used—Route eliminated 08/14/15
210. A highway, roughly circular, around Dothan connecting each of the highway routes radiating from that city and described in a clockwise direction beginning at Alabama 1 (US 231) in south Dothan and ending at Alabama 1 (US 231) in south Dothan
211. From a junction with Alabama 1 and Alabama 74 (US 431 and US 278) in Gadsden northerly to end at the junction with Alabama 7 (US 11) in Reece City
212. From a junction with Alabama 14 (Wetumpka By-Pass) east to end at the junction with Alabama 111 Company Street in Wetumpka
213. From a junction with Alabama 17 (US 45) northwest of Eight Mile Creek in Prichard northeasterly to a junction with Alabama 13 (US 43) in Saraland
214. Number not used
215. From a junction with Alabama 6 (US 82) in Tuscaloosa northerly along Greensboro Avenue to 15th Street, thence easterly along 15th Street and Veterans Memorial Parkway to end at the junction with Alabama 7 (US 11).
216. From a junction with Alabama 215 (University Boulevard) northeasterly via Brookwood to end at the junction with Interstate 59 near Bucksville
217. From a junction with Alabama 17 (US 45) northwest of Eight Mile Creek in Prichard northwesterly via Georgetown to end at the junction with Prine Road southwest of Citronelle
218. Number not used
219. (US 82 part) from a junction with Alabama 22 southwest of Selma northerly via Harper Chapel, Perryville, and Centerville to end at the junction with Alabama 5 north of Centerville
220. Number not used
221. From a junction with Alabama 41 southwest of Camden northerly to end at the junction with Alabama 28 northwest of Camden
222. Number not used

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- 223.** From a junction with Alabama 15 (US 29) northwest of Banks northeasterly via Saco to end at the junction with Alabama 6 (US 82) in Union Springs
- 224.** Number not used
- 225.** From a junction with Alabama 3 (US 31) near Spanish Fort northerly to end at the junction with Alabama 59 at Stockton
- 226.** Number not used
- 227.** From a point on the DeKalb-Etowah County line northerly via Crossville and Geraldine to end at the junction with Alabama 1 and Alabama 79 (US 431) in Guntersville
- 228.** Number not used
- 229.** From a junction with Interstate 85 South of 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 north-easterly 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 milepost 10 northeast of Lewis Smith Lake in Winston County 258.
- 258.** Number not used
- 259.** From a junction with Alabama 9 in Equality northeasterly to end at the junction with Alabama 22 in Alexander City
- 260.** Number not used
- 261.** From a junction with Shelby County Road 17 in Helena northeasterly to end at the junction with Alabama 3 (US 31) south of the Jefferson county line
- 262.** Number not used
- 263.** From a junction with Alabama 185 northwest of Greenville northwesterly to end at the junction with Alabama 21 near Braggs
- 264.** Number not used
- 265.** From a junction with Alabama 21 and Alabama 47 in Beatrice northerly via Chestnut and Fatama to end at the junction with Alabama 28 and Alabama 41 in Camden
- 266.** Number not used
- 267.** Number not used—Route eliminated 10/22/15
- 268.** Number not used
- 269.** From a junction with Avenue "V" and 20th Street in Ensley along 20th Street to Avenue "B" thence north across the Ensley viaduct via Mulga, Birmingham, Powhatan, Copeland Ferry Bridge, and Parrish to end at the junction with Alabama 69 in Jasper
- 270.** Number not used
- 271.** From a junction with Alabama 6 and Alabama 53 (US 82 and US 231) in southeast Montgomery northeasterly to end at a point approximately 0.50 mile north of Interstate 85 in Montgomery at AUM
- 272.** Number not used
- 273.** From a junction with Alabama 68 near Leesburg northeasterly to end at the junction with Alabama 35 near Blanche
- 274.** Number not used
- 275.** Number not used—Route eliminated 11/1/2019
- 276.** Number not used
- 277.** From the junction of Alabama 2 (US 72) near Stevenson northeasterly to end at the junction of Alabama 2 (US 72) near Bridgeport in Jackson County
- 278.** US Route Number—not used
- 279.** From a junction with Alabama 79 south of Scottsboro northeasterly to end at the junction with Alabama 2 (US 72) in Hollywood
- 280.** US Route Number—not used
- 281.** From a junction with Forest Development Road 600 (FH route 22) at Campbell Springs Road in the Talladega National Forest northeasterly via Cheaha State Park and Five Points to end at the junction with Alabama 4 (US 78) west of Heflin
- 282.** Number not used
- 283.** (US 411 part) from a junction with Alabama 25 in Centre northeast along Cedar Bluff Road to a junction with Alabama 68 (Centre By-pass), thence southeasterly along Centre By-pass to end at the junction with Alabama 25 southeast of Centre
- 284.** Number not used
- 285.** From Lakepoint Resort State Park northerly to end at the junction with Alabama 165 in Eufaula
- 286.** Number not used
- 287.** From a junction with Alabama 3 (US 31) at Courthouse Square in Bay Minette, north along Hand Avenue to a junction with Alabama 59 north of Bay Minette, thence northeasterly to end at the junction with Interstate 65
- 288.** Number not used
- 289.** From a junction with Alabama 5 and Alabama 183 in Marion northerly to end at the junction with Alabama 14 in Marion
- 290.** Number not used
- 291.** From a junction with Alabama 759 in Gadsden northerly along portions of George Wallace Drive and Hood Avenue to end at the junction with Alabama 1 and Alabama 74 (US 431 and US 278) in Gadsden
- 292.** Number not used
- 293.** From the junction of Alabama 110 east of the Montgomery Outer Loop (Alabama 108) northerly to end at the junction of Alabama 126
- 294.** Number not used
- 295.** From the junction of Alabama 13 (US 43) at a point near the south city limits of Grove Hill to a point at the junction of Alabama 3 (US 43) near the north city limits of Grove Hill
- 297.** Proposed Tuscaloosa Bypass from the junction of Interstate 20 on the east side of Tuscaloosa northwesterly to end at the junction of Alabama 6 (US 82) on the west side of Tuscaloosa. The portion currently open to traffic extends from Jack Warner Parkway across the "Paul "Bear" Bryant" bridge to Rice Mine Road (CR 30) in Tuscaloosa
- 299.** Number not used
- 300.** From a junction with Alabama 7 (US 11) southwest of Tuscaloosa easterly to end of maintenance east of Interstate 59/20 southwest of Tuscaloosa in Tuscaloosa County
- 301.** From a junction with Interstate 20 east of Oxford northerly to end at the junction with Alabama 4 (US 78) east of Oxford in Calhoun County
- 302.** From a junction with Alabama 12 (US 84) west of New Brockton easterly to end at the junction with Alabama 122 in New Brockton in Coffee County
- 378.** From a junction with Alabama 5 (US 78) in Birmingham easterly along Finley Boulevard to end at the junction with Alabama 3 (US 31) in Birmingham
- 382.** From a junction with Alabama 219 in Centreville easterly to end at the junction with Alabama 6 east of Centreville in Bibb County
- 604.** Number not used—Route eliminated 12/14/12.
- 605.** From the junction of Alabama 1 (US 231) south of Madrid northerly via Madrid, Rehobeth, Taylor, Dothan and Midland City to end at the junction of Alabama 53 (US 231)
- 759.** From a junction with Interstate 759 and Alabama 25 (US 411) in Gadsden easterly, thence northerly to end at the junction with Alabama 291



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