



ALDOT 2024
ANNUAL REPORT

ONE HUNDRED THIRTEENTH ANNUAL REPORT

FISCAL YEAR 2024

OCTOBER 1, 2023—SEPTEMBER 30, 2024

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.

Transmittal letter to Gov. Ivey	7
Management Data	8
Highway/Transportation Department History.....	9
The 2024 Year in Review	10-15

Region Updates

West Central Region	18-19
East Central Region.....	20-21
Southeast Region.....	22-23
Southwest Region	24-25
North Region	26-29

Administration & Bureaus

Administration.....	31-32
Aeronautics Bureau	32-33
Air Transportation Bureau	33
Bridge Bureau.....	34
Compliance Bureau.....	35
Computer Services Bureau.....	36
Construction Bureau	37-38
Design Bureau	39-45
Equipment Bureau	46
Finance and Audits Bureau.....	47
Legal Bureau.....	48
Local Transportation Bureau	48-50
Maintenance Bureau.....	50-51
Materials and Test Bureau.....	52
Media and Community Relations Bureau.....	53
Bureau of Office Engineer.	53
Personnel Bureau	54
Research and Development Bureau	54-55
Right of Way Bureau.....	55-56
Training Bureau.....	57

Statistical Section

Aeronautics Funding and Airport Licenses.....	59
Bridge Projects Summary	60
Equipment Procurement Services.....	61
Public Road and Bridge Funds	62-65
Rebuild Alabama Fund.....	66-67
Federal Aid	68-71
Outstanding Bond.....	71-73
Legal Bureau Activities.....	74
Daily Vehicle Miles of Travel	75
Highway Performance Monitoring.....	76
Roadway Ownership.....	77
Bridge Counts.....	77
Bridges Bureau Inventory Responsibility	78-79
Construction and Maintenance Activities.....	80-81
Awarded Contracts.....	82
Materials and Tests Activities.....	83
Separations and Appointments	84-85
Personnel and Payroll.....	86
Right of Way Activities	87
Research and Development Activities.....	88
Alabama Transportation Infrastructure Bank (ATIB).....	89-71
Description of ALDOT State Highway System	93-102
Description of ALDOT Interstate Highway System.....	102

Transmittal Letter to Gov. Ivey



ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard
Montgomery, Alabama 36110

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

Kay Ivey
Governor



John R. Cooper
Transportation Director

March 28, 2025

The Honorable Kay Ivey
Governor of Alabama
State Capitol
600 Dexter Avenue
Montgomery, AL 361130

Dear Governor Ivey:

Please find enclosed one copy of the Alabama Department of Transportation's 113th Annual Report.

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

Sincerely,



John R. Cooper

Transportation Director

JRC/TH/

Enclosure

2024
Overview

Management Data

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

Transportation Director

JOHN R. COOPER

Finance and Audits Bureau

JEFF HORNSBY

Legal Bureau

BILL PATTY

Special Counsel

ELLEN LEONARD

Office of Transportation Enforcement

COREY MASKE

Chief Engineer

ED AUSTIN

Office of Engineering Services

BRIAN DAVIS

Policy and Planning

CLAY P. MCBRIEN

Local Transportation Bureau

BRAD LINDSEY

Office Engineer Bureau

JOE LISTER

Computer Services Bureau

TERENCE BURKE

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 CONNER

Construction Bureau

STACEY GLASS

Equipment Bureau

STAN CARLTON

Maintenance Bureau

ERIC CHRISTIE

Materials and Test Bureau

SCOTT GEORGE

Region

North Region Engineer

CURTIS VINCENT

East Central Region Engineer

DEJARVIS LEONARD

West Central Region Engineer

WALLACE C. MCADORY, III

Southeast Region Engineer

STEVE GRABEN

Southwest Region Engineer

MATTHEW ERICKSEN

Fleet Management

WILLIE BRADLEY

Administration

BILL PATTY

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

Department History

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

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

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

Rebuild Alabama Update: Five Years of Progress

Since the passage of the Rebuild Alabama Act in 2019, significant progress has been made in funding transportation infrastructure improvements across the state. The act was approved by the legislature and signed by Gov. Kay Ivey, ensuring that a portion of the state's gas tax revenue was dedicated to enhancing roads and bridges in Alabama.

In January 2024, Ivey announced that more than \$40 million in state transportation funding was allocated to cities and counties for road and bridge projects through the Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II). Established by the Rebuild Alabama Act, ATRIP-II designated at least \$30 million annually from ALDOT's share of new gas tax revenue for projects of local interest on the state highway system. A total of 26 projects received ATRIP-II funding, with 18 cities and counties contributing more than \$18 million in local funds, although no match was required. Since 2019, ATRIP-II has awarded more than \$180 million. These projects must commence within two years after funding is received.

During fiscal year 2024, ALDOT awarded more than \$15 million in state transportation funds through Rebuild Alabama, the application-based annual grant program. This marked the first time the program was funded above the minimum \$10 million required under the Rebuild Alabama Act. The program provided critical funding for local transportation projects, with cities and counties contributing \$1.37 million in local matching funds for awarded projects. These grant program projects must commence within one year of receiving funds. Since the act's passage, transportation funding has been allocated to local projects in all 67 counties of Alabama, reinforcing the state's commitment to infrastructure improvements.



Governor Kay Ivey on a Rebuild Alabama Road Tour stop in DeKalb County at the Tom Bevell Enrichment Center.

Mobile River Bridge and Bayway Project Update

The State Toll Authority made procedural advancements on the Mobile River Bridge and Bayway Project. Following a \$550 million federal grant award, ALDOT is collaborating with two design-build teams: Mobile Bayway Constructors (Flatiron and Lane) for the Bayway project and Kiewit-Massman-Traylor for the Mobile River Bridge project.

The framework established in December 2021 by the Mobile and Eastern Shore Metropolitan Planning Organizations continues to guide ALDOT's efforts. Construction is expected to begin in the fall of 2025.



A rendering of the Mobile River Bridge.



Traffic data revealed the success of removing the toll plaza on the Beach Express Bridge, with increased vehicle numbers highlighting the impact.

Purchase of Foley Beach Express Bridge and Toll Removal

Traffic data shows the positive impact of removing the toll from the Beach Express Bridge into the Alabama Gulf Coast area. To benefit daily commuters and tourists traveling to Alabama beaches, the state purchased the toll bridge and eliminated all tolls before Memorial Day weekend in 2024. ALDOT purchased the Foley Beach Express Bridge for \$57 million in April 2024.

Since the toll was removed, the Beach Express Bridge has experienced immediate and significant increases in traffic volume, clearly the result of relieving congestion on SR-59. In the first two months, the toll-free bridge express saw a 40%-50% increase in use.

Intracoastal Waterway Bridge and SR-161 Connector Update

ALDOT continues to make progress on the Intracoastal Waterway Bridge in Gulf Shores. This \$52 million project is designed to reduce traffic congestion and improve safety. A \$30

million connector project linking the bridge to SR-161 is also underway, with both projects expected to be completed by summer 2026.

By the end of 2024 roadway work and paving were nearly finished north and south of the canal, and most of the bridge's substructure was complete. Crews installed superstructure components, including girders and decking.



ALDOT continues to make progress on the Intracoastal Waterway Bridge in Gulf Shores.

2024 Legislative Wrap-up

The Alabama Legislature concluded its 2024 session on May 9 with a strong focus on funding.

Notably, no legislation passed during the session appears to jeopardize Alabama's federal funding. Lawmakers recognized individuals and milestones, adopting several road and bridge naming resolutions, including naming a portion of SR-181 in honor of former State Representative Joe Faust, a longtime member of the House Standing Committee on Transportation.

HB176 assigned new coordinating duties related to Advanced Air Mobility to ALDOT's Aeronautics Bureau. SB226 established a framework for companies to utilize self-driving cars on Alabama roadways.

Drive Safe Alabama Update: Advancing Road Safety with the Hands-Free Law

Alabama passed a hands-free law in 2023 and as of June 2024, Alabama law enforcement began issuing tickets to drivers holding a phone while making a call, sending a text, browsing the web or watching or recording videos. Drivers must go hands-free or face a misdemeanor traffic offense, fines and points on their driving record.

The law allows drivers to answer calls using a single button or swipe but prohibits holding a phone. As a secondary offense, drivers can only be cited for violating the hands-free law if they are first observed committing another

traffic violation. Through its Drive Safe Alabama highway safety initiative, ALDOT led the campaign to inform drivers of the new hands-free law.

Distracted driving accounted for nearly 7% of motor vehicle-related fatalities in Alabama in 2022. The law honors Leah Grace Tarvin, CiCi Lunsford and Jay Kendall, three Alabamians whose lives were tragically lost to distracted driving.



Posters in Alabama rest areas inform visitors of Alabama's Hands-Free Driving Law.



ALDOT won three top communication awards from an organization representing state transportation agencies.

ALDOT Honored for Its Award-Winning Communications

ALDOT received recognition at the annual meeting of TransComm, the communications committee for the American Association of State Highway and Transportation Officials (AASHTO). The department was honored for:

Indoor or Outdoor Advertising

The Code of the Road billboards were praised for their creative design and effective communication of important safety messages to drivers.

Audio/Video Production—PSA

ALDOT's Hands-Free Law PSA was recognized for its compelling storytelling

and clear messaging, highlighting the dangers of distracted driving and urging motorists to stay focused on the road.

Virtual Outreach

ALDOT's Public Involvement Meeting for McFarland Blvd (US-82) Improvements and Bridge Replacements received recognition for its innovative use of technology to engage with stakeholders. The virtual meeting provided a convenient and accessible platform for the public to participate in the transportation planning process.

ALDOT Launches Digital News Platform: ALDOTNews.com

In April 2024, the Alabama Department of Transportation (ALDOT) introduced ALDOTNews.com, a digital platform providing updates on road projects, traffic conditions, highway safety and more. Developed by ALDOT's Media and Community Relations Bureau in partnership with regional public information officers, the site is a comprehensive resource for Alabamians.

The homepage features articles on ALDOT's latest news. A Projects & Programs link directs users to a map with active road projects, while

the Join the Team section highlights current ALDOT job opportunities. Information about upcoming public involvement meetings is also easily accessible.

For real-time traffic updates and live camera feeds, users can visit algotraffic.com. The FAQ section addresses common questions, offering guidance on topics like reporting road concerns and accessing ALDOT reports and documents.

Visit ALDOTNews.com to stay informed about Alabama's transportation developments.



ALDOT provided almost 100 new transit vehicles to rural agencies in Alabama.



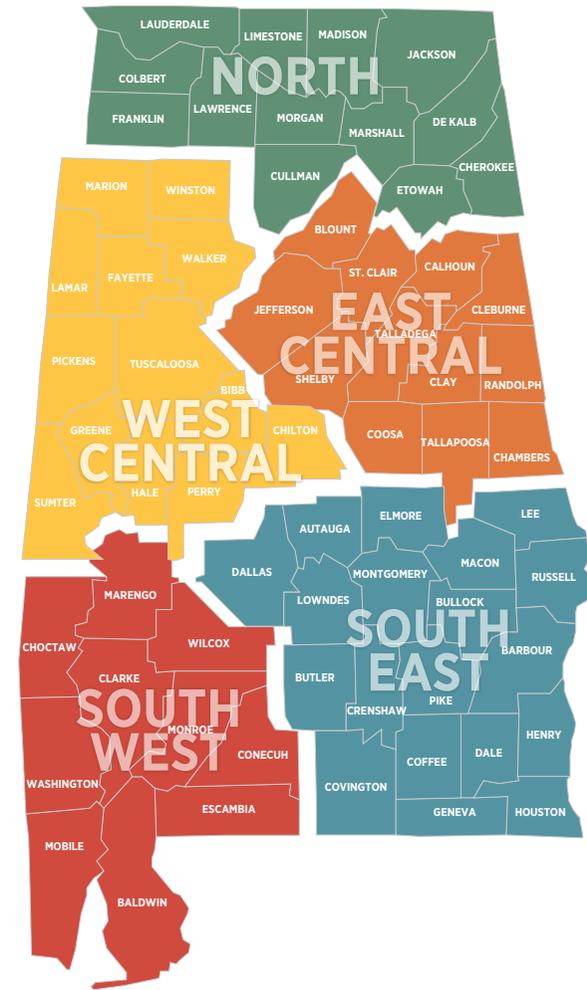
ALDOTNews.com, ALDOT's official digital news platform.

New Vehicles Keep Rural Public Transportation Moving

ALDOT provided nearly 100 new transit vehicles to rural agencies across the state during fiscal year 2024. These vehicles play a vital role in helping local governments meet the public transportation needs of rural residents.

For many in Alabama's rural communities, accessing a doctor's appointment, grocery store or workplace can be challenging. ALDOT administers Federal Transit Administration (FTA) funds to eligible rural transit providers, enabling them to offer essential transportation services.

Region Updates



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



West Central Region

The West Central Region celebrated several key projects that improved traffic flow, enhanced safety and grew economic development across the area.

The region's first major Rebuild Alabama Act project in Tuscaloosa County was substantially completed and is expected to improve traffic flow and reduce congestion along US-82 (McFarland Boulevard) from SR-69 to Rice Mine Road. The 2.77-mile project added a travel lane in each direction, providing better access management to businesses and a shared-use path for bicyclists and pedestrians. The latest traffic counts showed more than 50,000 trips per day on the heavily traveled highway.

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

In Tuscaloosa County, a resurfacing project on US-43 from Northside Road to the Fayette County line was completed, while a concrete pavement replacement project in Coaling on US-11 was finished. The bridge deck rehabilitation project on I-20/59 eastbound near milepost 64 to milepost 72 was also completed.

In Walker County, the bridge replacement on SR-5 over the SR-69 underpass in Jasper finished ahead of schedule. The project also included new traffic signals at the intersection of SR-5 and SR-195, along with the bridge ramps. The goal of the project was to improve the intersection and allow traffic to move more efficiently and safely.

Resurfacing projects on I-22 and SR-69 were also completed in Walker County.

The Gordo Bypass, a 6.2-mile project, continues to progress in Pickens County and will provide a quicker, safer route through West Alabama. The grade, drain and bridge portions were fully completed. The base and pave portion is underway and expected to last three years.

Resurfacing projects on SR-17 and SR-86 were also finished in Pickens County.

A bridge replacement on SR-5 over Blue Girth Creek and Relief in Bibb County was substantially completed. A resurfacing project on SR-25 from the Hale County line to the junction of SR-5 in Brent was completed.

In Greene County, a resurfacing project on US-11 was completed.

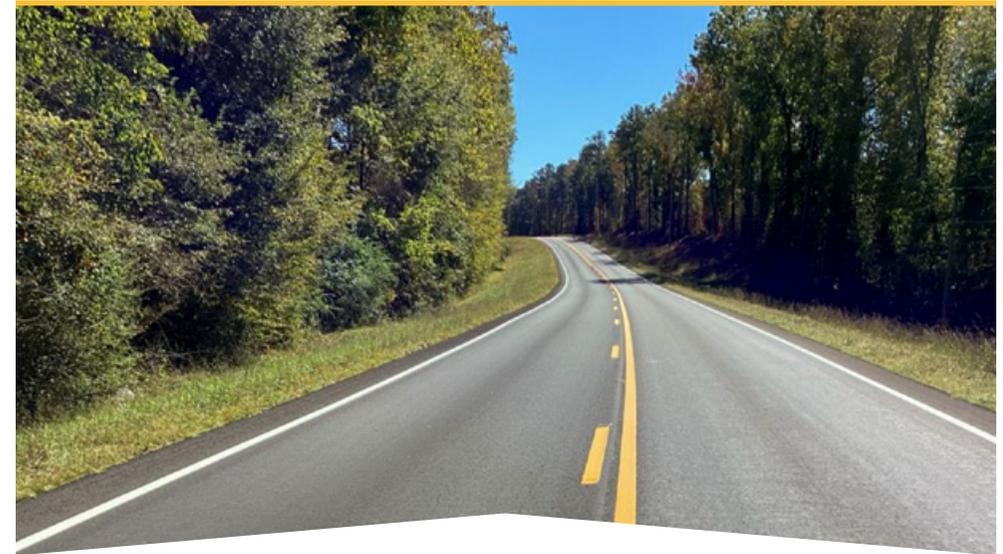
An 18-mile micro-surfacing project on I-20/59 and a resurfacing project on US-80 were both completed in Sumter County.

A resurfacing project on US-31 in Chilton County was completed, and an emergency slide repair was performed on SR-22.

A fiber infrastructure project along I-65 in Chilton County, spanning approximately 21 miles, was finished. The project provides the Traffic Management Center with better technological capabilities to manage traffic flow and improve travel-time reliability for motorists. Dynamic Message Signs (DMS) were installed at mileposts 203 and 214, and 76 cameras were installed throughout the project limits.

In Fayette County, resurfacing projects on SR-18 and SR-102 were completed.

In Lamar County, a resurfacing project on SR-17 was completed.



US-82 micro-surfacing finished job in Chilton County.

An 11-mile resurfacing project on I-22 in Marion County was substantially completed, while a resurfacing project on SR-129 was finished.

In Winston County, the bridge rehabilitation on SR-257 at Duncan Bridge over Lewis Smith Lake north of Curry was completed.

A resurfacing project on SR-60 from SR-14 to SR-69 in Hale County was completed.

In Perry County, a turning radius improvement project at the intersections of CR-12 and SR-5 and CR-12 and SR-183 was completed.



East Central Region

Significant preconstruction efforts are underway

Several major projects are in the preconstruction phase and are worth mentioning:

I-65 lane additions (Alabaster to Calera)

This project aims to address significant congestion issues faced daily, particularly during beach weekends. The first segment of the I-65 lane addition project has already been let to construction, with the remaining two segments planned for early 2025.

US-280 resurfacing and widening (Rosedale Drive to the Cahaba River)

This project includes resurfacing and widening to provide four lanes from Lakeshore Drive to I-459 in each direction. These improvements will greatly enhance traffic flow and capacity in this critical corridor.

I-20/I-59 interchange improvements at McAshan Drive (Exit 104)

A diverging diamond interchange (DDI) is planned to improve safety and efficiency at this interchange, addressing current traffic challenges and improving overall mobility.

Birmingham Northern Beltline (US-31 to SR-79)

Preliminary work continues in this section of the Northern Beltline, focusing on environmental studies, right-of-way acquisition, and utility relocation. While construction of this section is not anticipated in 2025, significant progress will be made in these key preconstruction efforts.

Bridge replacement on SR-22 over the Tallapoosa River (Wadley)

Preliminary work continues on this project, with right-of-way acquisition and utility relocation

planned for 2025. Construction is anticipated for very late 2025 or early 2026.

Bridge replacement on SR-63 over Sugar Creek (Alexander City)

Located just south of US-280, this project will let in early 2025. It will replace the aging bridge and address grade and traffic issues near the intersection.

Welcome center renovation and addition (I-20 near Georgia state line)

This project will involve renovating the existing building, improving lighting, and upgrading the parking area to enhance the overall facility at its current location.

Widening on SR-150 (Morgan Road to Lakeshore Parkway)

This includes three projects, all scheduled to let in 2025. It includes a bridge replacement over Little Shades Creek and widening the roadway to five lanes from CR-52 (Morgan Road) to Lakeshore Parkway.

Resurfacing and access management on US-280 (SR-22 to Old Dadeville Road, Alexander City)

The section from SR-22 to SR-63 has recently let, with construction expected to begin in 2025. The section from SR-63 to Old Dadeville Road is planned for late 2025 to early 2026. In addition to resurfacing, these projects will address intersection improvements, traffic congestion, and safety enhancements throughout this corridor.

These projects highlight the ongoing commitment to improving infrastructure, enhancing safety, and addressing capacity needs across the region.



ALDOT trucks treating a roadway in advance of winter weather.

Construction in the East Central Region

Several projects have been recently let to contract or are under construction. Major projects include:

I-59 concrete rehab and overlay (Vanderbilt Road to Aviation Drive)

I-65 widening and lane addition (US-31 in Calera to south of CR-87, Shelby County)

I-59 pavement rehabilitation and lane addition (I-459 to north of Chalkville Mountain Road)

Additional lanes on SR-119 (CR-12 to CR-26, Alabaster)

SR-160 roundabout construction (I-65 interchange, Smoke Rise)

US-280 resurfacing (Chelsea to Harpersville)

Bridge replacement on SR-50 over Wind Creek (Tallapoosa County)

Bridge replacement on SR-1 (US-431) over Cornhouse Creek (Randolph County)

Resurfacing and access management on SR-21 north of Anniston

Resurfacing of SR-15 (US-29) in the city of Valley

Southeast Region



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

In fiscal year 2024, the focus was on maintaining existing infrastructure, implementing safety improvements, partnering with local governments and utilizing funds from the Rebuild Alabama Act. Additionally, the region office relocated at the end of the fiscal year to better accommodate its employees.

Maintaining Current Infrastructure

The Southeast Region remained committed to being good stewards of available funds to preserve and maintain current infrastructure. In fiscal year 2024, the region resurfaced 564 lane miles, including 77 miles of interstate roadways on I-65 and I-85 in the Montgomery area.

The region continued efforts to preserve and enhance bridges along I-85 from Montgomery to Chambers County. As the project to widen six bridges over Line Creek in Macon County nears completion, a project to widen the southbound bridge over Miles Creek to extend the deceleration lane at Exit 42 was awarded at the end of the fiscal year and will begin construction in 2025.

Each area was awarded a bridge replacement project that began construction this fiscal year. The Troy area began a bridge replacement over Five Runs Creek on SR-55 in Covington County in October 2024. The Montgomery area began a bridge replacement over Blue Gurth Swamp on SR-14 in Dallas County, including a detour in February. The detour was expected to last approximately one year, but the bridge reopened in November, ending the detour ahead of schedule.

Transportation Technology

ALDOT's Regional Traffic Operations Program (RTOP) expanded to include Eufaula and Phenix City. This addition complements the list of cities where RTOP has been implemented, including

Troy, Prattville, Millbrook, Montgomery and Wetumpka. The region began using RTOP in 2020 to enhance signal performance along corridors improving safety and reducing travel times. The program is one of several strategies, aimed at optimizing corridor performance using existing infrastructure.

Local Partnerships

The Southeast Region streamlined its local transportation project management in March 2024. By restructuring the role of Local Transportation Engineer, the region improved efficiency, enhanced coordination, and provided local governments with better access to funding for locally prioritized infrastructure projects. The newly focused Local Transportation and Special Projects Engineer position emphasizes preliminary engineering and safety concerns, collaborating with area construction and preconstruction sections to optimize project management.

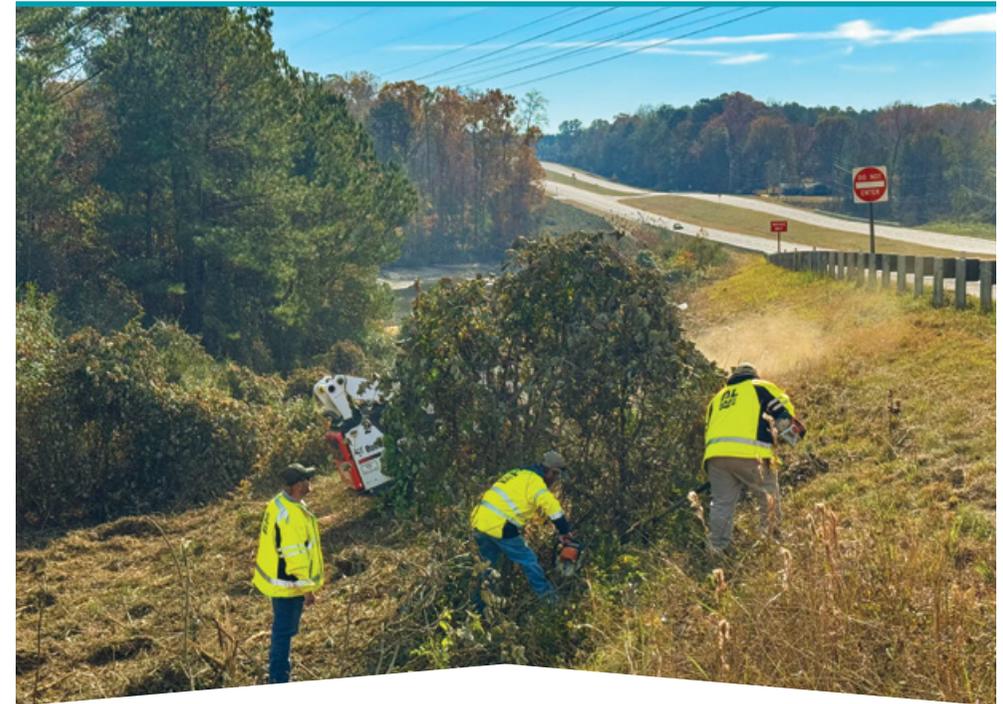
ATRIP-II Program

For FY 2024, five projects in the region accepted bids and were awarded contracts. Two of these projects included additional funds from ALDOT's safety program. One roundabout project was awarded to the Town of Pike Road and began in October. The plan will install two roundabouts on US-80 at SR-126 and Marler Road intersections. The other project, awarded to Geneva County, will install a roundabout on SR-52 at SR-153 and Geneva County Road 5 west of Samson. Construction is expected to begin in early 2025.

Safety Program

The region utilized safety funds in a total of 15 projects in 2024.

In addition to the two roundabout projects mentioned above, 13 projects used safety funds to widen shoulders, modify intersections,



Employees clean up so that drivers can have a better line of site.

implement access management and more to enhance safety and improve traffic efficiency.

Emergency Response

On April 27, 2024, the Wrights Mill Road bridge over I-85 North was struck and damaged. ALDOT coordinated with the City of Auburn, quickly finalized inspections and repair plans and closed one lane of I-85 North for approximately one week. Scott Bridge Company worked around the clock to complete the repairs.

Rest Area Upgrades

A project to rebuild an I-65 South rest area in Greenville began in May. The larger, updated structure will feature additional stalls, urinals and family restrooms. Rest areas provide travelers with a safe, clean place to rest 24 hours a day, 365 days a year, before continuing their journeys.

Rebuild Alabama Act Funds

Using funds from the Rebuild Alabama Act, a project began in Geneva County in April to add a travel lane in each direction and relocate the route on SR-52 from near Cox Street in Slocomb to the intersection of Scott Road in Malvern. This is Phase I of a capacity improvement project that will complete a four-lane connection from Hartford to Dothan.

Looking Ahead

While the region did not receive funding for system enhancement outside of designated Rebuild Alabama funds, the region began the design process for system enhancement projects to be implemented once funding becomes available. Two projects in the design phase will add lanes on I-85 from Taylor Road to Jenkins Creek in Montgomery County and from Exit 58 to Exit 62 in Opelika.

Southwest Region



Mobile River Bridge and Bayway Project (MRB)

Procedural steps by the State Toll Authority have advanced the Mobile River Bridge and Bayway Project. Following a \$550 million federal grant award, ALDOT is working with two design-build teams—Mobile Bayway Constructors (Flatiron and Lane) for the Bayway project and Kiewit-Massman-Traylor for the Mobile River Bridge project—to finalize project design. This progress is paving the way for the USDOT to advance the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan process. The framework adopted in December 2021 by the Mobile and Eastern Shore Metropolitan Planning Organizations continues to guide ALDOT's efforts. Construction is anticipated to begin in the fall of 2025.

Purchase of Foley Beach Express Bridge and Toll Removal

Traffic data highlights the positive impact of removing the toll from the Beach Express Bridge. To benefit daily commuters and tourists traveling to Alabama beaches, the state purchased the toll bridge and removed all tolls before Memorial Day weekend in 2024. ALDOT has monitored traffic on the two main north-south routes crossing the Intracoastal Waterway, revealing significant changes in travel patterns.

Beach Express Traffic Data

Impact of Toll Removal

Since the toll was removed, the Beach Express Bridge has seen an additional 6,000 to 8,000 vehicles daily. Traffic volumes rise even higher during peak periods such as weekends, holidays, and events at the Wharf Amphitheater.

June Traffic Comparison

In June 2024, more than 2.3 million vehicles crossed the Intracoastal Waterway via Highway 59 and the Beach Express. Over 257,000 more vehicles used the toll-free Beach Express Bridge compared to June 2023, reflecting a 44% increase. This shift reduced congestion on Highway 59.

July 4 Week Comparison

During the week of July 4, nearly 47,000 fewer cars traveled on Highway 59 compared to the same week in 2023.

Intracoastal Waterway Bridge and SR-161 Connector

Scott Bridge Company, Inc., ALDOT's general contractor, is progressing steadily on the new Intracoastal Waterway Bridge in Gulf Shores, a \$52 million project designed to ease traffic congestion and improve safety. Complementing the bridge is a \$30 million connector project tying into SR-161. Both projects are scheduled for completion by summer 2026.

Roadway work and paving are nearing completion north and south of the canal, while most of the bridge's substructure work is finished. Crews are installing superstructure components, including girders and decking. Clearing and utility relocation for the connector are also underway.

West Alabama Corridor Project

The West Alabama Corridor is advancing as Brasfield & Gorrie continues designing a four-lane highway from Thomasville to Tuscaloosa. This initiative includes widening segments of US-43 and SR-69 to four lanes in the Black Belt region. Construction of the Linden Bypass (SR-303), a 7.5-mile divided highway



A newly constructed Center Turn Lane Highway on US-31 in Spanish Fort.

with 10 new bridges, began in December 2022. Now 65% complete, the project is expected to finish in early 2026. The corridor aims to improve safety, enhance connectivity, and boost economic opportunities in rural Alabama.

Major I-10 Expansion Project Completed in Mobile County

ALDOT completed a significant widening project on I-10, adding a third lane in each direction along a 5-mile stretch from March Road to McDonald Road. Funded by the Rebuild Alabama Act, the \$24.8 million project enhances safety and traffic flow for the 70,000 vehicles using this corridor daily.

Tensaw River Bridge Replacement Project

Beginning 2025, ALDOT and Scott Bridge Company, Inc., will begin a \$78.8 million project to replace the westbound span of the Tensaw River Bridge on US-90. The new bridge, designed to modern standards, will feature a durable concrete structure to include a pedestrian and bicycle path. Construction is expected to take two years, weather permitting.

Regional Traffic Operations Program (RTOP)

ALDOT, in collaboration with the City of Mobile and Mobile County, completed upgrades to traffic signal infrastructure as part of the Regional Traffic Operations Program (RTOP). Modern controllers and hardware were installed at 174 traffic signals, enhancing safety and

efficiency. The \$2.5 million initiative was funded through state, city, and county contributions.

Region Pavement Preservation Program

In fiscal year 2024, nearly 300 lane miles were resurfaced in the Southwest Region under the Pavement Preservation Program. Projects included:

Mobile Area

Seven projects totaling \$17 million covered 117 lane miles.

Grove Hill Area

Ten projects totaling \$23 million covered 180 lane miles.

The Grove Hill Area combined resurfacing efforts with three ATRIP-II projects, saving costs for project sponsors. These projects included turn lane and lighting additions in Clarke, Monroe, and Washington counties.

Alabama Transportation Rehabilitation and Improvement Programs II (ATRIP-II)

In FY 2024, the Southwest Region received over \$7.9 million in ATRIP-II funding, with \$5.9 million allocated to the Mobile Area and \$2 million to the Grove Hill Area. Projects included traffic signal upgrades, intersection improvements in Baldwin County, and access management projects in Clarke and Washington counties. Several ATRIP-II projects are set to begin construction in early 2025.



North Region

In fiscal year 2024, ALDOT's North Region made significant progress on several major projects along interstate corridors in north Alabama.

On I-65, a \$23.7 million rehabilitation of the bridges over the Tennessee River in Morgan and Limestone counties began and made significant progress by the end of the fiscal year. Originally expected to take over two years, the project is more than halfway complete. The rehabilitation includes cleaning, painting and repairing structural steel on the 50-year-old bridges, which carry about 55,000 vehicles daily.

ALDOT launched a \$29 million widening project to add lanes to I-565 from west of County Line Road in Limestone County to east of Wall Triana Highway in Madison. Nearly 70,000 vehicles travel this segment of I-565 daily. The project will widen two sets of bridges at Bradford Creek west of Exit 9 and at Intergraph Way and the Norfolk Southern railroad east of Exit 9, expanding the roadway to six lanes. Once completed, I-565 will have at least six lanes from I-65 at Decatur to Memorial Parkway (US-231/US-431) in Huntsville.

Just east of the widening project, the City of Madison was nearing completion of the second phase of the I-565 Exit 10 interchange at Town Madison and Toyota Field. The \$37 million project includes the construction of westbound on- and off-ramps and flyover bridges to access the development south of I-565. Eastbound ramps were built in the first phase. The project is locally funded, but ALDOT anticipates accepting the bridges and ramps for maintenance after completion, expected in early 2025.

On I-565 in Limestone and Madison counties, ALDOT installed poles for 10 additional traffic cameras to expand its intelligent transportation network. The \$5.2 million advanced corridor management project included running fiber optic cable along 12 miles of the spur in Madison County, installing three overhead dynamic message signs and two weather

stations, along with other communications equipment. All devices are expected to become operational in late 2024 to early 2025.

Additionally, ALDOT let an advanced corridor management project for 6.5 miles of I-65 in Morgan and Limestone counties. Anticipated to begin in early 2025, the \$2.5 million project will add 11 cameras, two overhead dynamic message signs and fiber optic cable between SR-67 in Priceville and the US-31 interchange in Athens.

Development was ongoing for advanced corridor management projects on parts of I-65 in Cullman County and I-59 in Etowah County.

Contractors completed construction of a new Ardmore Welcome Center on I-65 in Limestone County, near the Tennessee state line. The original center opened in 1976 and closed in December 2022. The replacement was carried out in two projects: a \$6.6 million project to demolish buildings, prepare the site, and construct parking lots, lighting and maintenance buildings; and a nearly \$8 million project for the main facility.

A \$40.8 million project to reconstruct eight miles of I-59 northbound from Fort Payne to Hammondville in DeKalb County continued, while a \$40.9 million project to reconstruct another eight miles of the northbound roadway from Hammondville to the Georgia state line began. A project to reconstruct 11 miles of the southbound roadway from Collinsville in DeKalb County to Reece City in Etowah County was prepared for letting in late 2024. Two more projects were in design and programmed for construction in late 2025 and early 2026. These projects follow a \$44 million reconstruction of nearly 11 miles of I-59 northbound between Reece City and Collinsville completed in 2023, and an eight-mile reconstruction through Fort Payne completed in 2022. The cost of



This project will replace the bridge over Little Bear Creek on SR-247, originally constructed in 1963, with a new bridge near Red Bay in Franklin County.

reconstructing I-59 in northeast Alabama has exceeded \$150 million, with the project letting in late 2024 expected to raise that total to between \$190 million and \$200 million. The 2025 and 2026 projects could bring the total closer to \$300 million.

Preparation was underway for significant interstate maintenance projects. ALDOT let an \$8 million resurfacing project for more than eight miles of I-59 in Etowah County, from the St. Clair County line to north of US-431/US-278 in Attalla. Design was ongoing for resurfacing 23 miles of I-65 from Hurricane Creek in Cullman County, through Morgan County, to I-565 in Limestone County, expected to let in 2025. Sign replacement projects for I-65 in Cullman, Morgan and Limestone counties were also planned for letting in early 2025.

Major construction projects on non-interstate routes included capacity improvements in the greater Huntsville area to address traffic issues

stemming from rapid development in Limestone and Madison counties.

In Huntsville, construction continued a \$34 million project to add an overpass and service roads on North Memorial Parkway (US-231/US-431) at Mastin Lake Road. The service roads were substantially completed, allowing for mainline and overpass construction to begin.

The City of Huntsville awarded a \$33.5 million contract for the construction of the Huntsville Northern Bypass in early FY 2024. Construction of the new service roads, from north of SR-255 to a new intersection with US-231/US-431, began. The project uses local and state funding. The Northern Bypass and Mastin Lake Road overpass projects are both included in a cost-sharing agreement between the city and state.

In Limestone County, construction continued for the expansion of SR-304/Huntsville Brownsferry Road between US-31 and I-65, connecting to the

recently completed Greenbrier Parkway corridor. The \$13.3 million Rebuild Alabama project for the second phase includes additional lanes, bridges and culverts. With various utility delays resolved, work progressed substantially in 2024. The first phase widened the bridge at the I-65 Exit 347 interchange at a cost of \$2.8 million.

In Lauderdale County, work continued the \$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 DeKalb County, a \$13.7 million bridge replacement began on SR-75 over Town Creek in Lakeview. To correct steep vertical curves on both approaches, the new bridge will be much longer, taller and wider than the bridge constructed in 1942.

In Franklin County, the \$4.4 million bridge replacement on SR-247 over Cedar Creek was completed. A contract was awarded for the \$3.3 million replacement of the bridge over Little Bear Creek near Red Bay, expected to begin construction in late fall. Design was ongoing for another bridge replacement over Cedar Creek on SR-243 south of Russellville.

Other significant projects in design for 2025 letting included:

- Additional lanes on SR-53 from Taurus Drive to north of Harvest Road in Madison County

- Replacement of the US-72/US-43 bridge over SR-20/Mitchell Boulevard in Florence in Lauderdale County

- Intersection improvements on SR-35 at Airport Road and the I-59 interchange in Fort Payne in DeKalb County

- Additional lanes on SR-35 from William Street to Scenic Drive in Section in Jackson County

- Replacement of the SR-205 bridge over the ATN railroad with realignment of SR-205 in Sardis City in Etowah County

ALDOT held a well-attended public meeting for the proposed replacement of the SR-77 northbound bridge over the Coosa River between Southside and Rainbow City in Etowah County. Though it carried two-way traffic when it opened in 1939, the “Little Bridge” is only wide enough to safely carry one lane of traffic today, creating a bottleneck on the northbound side of the four-lane highway.

It was an eventful year for maintenance as well.

In January, a winter weather event covered most north Alabama highways with ice and snow from Jan. 14 to Jan. 19 due to temperatures remaining below freezing for much of the week. The cost of preparations and response across the two areas and seven districts in ALDOT’s North Region totaled more than \$2 million. Regionwide, crews treated roads with more than 3,000 tons of salt in a single week.

The winter storm had long-lasting impacts on roadways. ALDOT crews patched numerous potholes in the following months. Paving crews performed extensive hot mix patching on some of the hardest-hit routes, including I-65 in Morgan County.

In May, ALDOT crews responded after tornadoes struck Jackson and DeKalb counties. Crews and contractors engaged in cleanup for weeks, primarily on SR-40 and SR-75 in the Henager area.

That same month, Curtis Lowe, the district administrator for the Dutton District (Jackson and DeKalb counties), celebrated his 60th anniversary with ALDOT. Mr. Lowe joined the department after graduating high school in 1964 and is currently the second longest-serving ALDOT employee behind Ronny Pouncey, Deputy Chief of the Maintenance Bureau, who was hired two months earlier.



Little River Canyon Bridge on SR-35 connects Cherokee and DeKalb counties.

Administration & Bureaus

Transportation Director

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

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

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

The Transportation Director chairs the Alabama Industrial Access Road & Bridge Corporation and serves on:

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

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

Chief Engineer

The Chief Engineer serves at the pleasure of the Transportation Director, who appoints the position with the governor's approval. The Chief Engineer must be a licensed professional engineer in Alabama with at least 15 years of progressive engineering experience in planning, construction and maintenance. Responsibilities include coordinating engineering functions, signing title sheets for department projects and overseeing Assistant Chief Engineers.

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

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

Deputy Directors

The Transportation Director, with the governor's approval, may appoint up to three deputy directors, who serve at the director's discretion. Current appointments include:

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

Administration continued

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

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

Aeronautics Bureau

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: 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 dedicated revenue source provided by the state of Alabama for the bureau's airport improvement program and its operating budget. During the 2024 fiscal year, the tax for aviation fuel was .095 cents per gallon and the jet fuel rate was .035 cents per gallon. The state collected aviation and jet fuel tax receipts of \$2,512,424.86 for the year. Adjustments, administrative expenses and refunds to fuel suppliers and commercial air carriers totaled \$67,238.07, resulting in a net disbursement of \$2,445,186.79 to the Aeronautics Bureau.

The SMFF receives funding from the operation of surplus military fields previously owned by the Alabama Department of Aeronautics or currently owned by ALDOT. Following World War II, the federal government transferred ownership of a small number of primary and auxiliary airfields to the Alabama Aeronautics Department. 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 FY 2024, the SMFF had a principal balance of \$7,063,141.76 invested in various interest-yielding instruments. Interest earned this fiscal year amounted to \$123,815.18. The interest generated by ALDOT's investment portfolio is available for 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 come from former federal property, spending these funds must comply with strict requirements prescribed by the FAA.

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

Aeronautics Bureau continued

received from the Alabama Department of Economic and Community Affairs, the Aeronautics Bureau issued \$7,391,483 in state grant funds to airports for planning, capital improvement projects and airport pavement maintenance.

During FY 2024, the FAA issued a total of \$178,445,672 in grants to airports within the state of Alabama. These grants consisted of \$32,089,987 in entitlement funds, \$17,139,356 in discretionary funds, \$103,925,099 in supplemental discretionary funds and \$25,291,230 in Bipartisan Infrastructure Law (BIL) funds.

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

Air Transportation Bureau

The Air Transportation Bureau provides safe and expedited air travel for authorized state personnel. The bureau operates two business aircraft: a Cessna Citation and a 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, 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 Alabama's county and city engineering departments with bridge design and plan preparation. This assistance may include site inspections, design, plan preparation, plan reviews, structural analysis for rating existing bridges' 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

During this reporting period, a total of 28 projects with bridge work were let to contract at a total cost of \$131,954,880 (bridge items only). See summary on page 60.

28

Bridge Projects

Contracts Worth

\$131,954,880

Compliance Bureau

Internal Programs

The Internal Programs Unit is responsible for administering and monitoring the Title VI Program and the Transportation Workforce Development (TWD) Program.

The Title VI Program ensures ALDOT, and its sub-recipients comply with Title VI of the Civil Rights Act of 1964 and all related non-discrimination laws. During fiscal year 2024, 30 reviews were conducted, 74 consultant contracts were reviewed, and 25 public involvement meetings were held. Additionally, the Federal Highway Administration (FHWA) approved ALDOT's Title VI Implementation Plan for fiscal year 2025. The plan is available on ALDOT's website.

The Transportation Workforce Development (TWD) Program is an internship program designed to introduce high school students to career opportunities in the transportation industry while enhancing work-readiness, life skills and leadership development. The program also provides college students the opportunity to gain experience in transportation-related careers aligned with their field of study. Funded by ALDOT, the program is implemented through a contract with Alabama State University (ASU). During FY 2024, 14 students were placed at various ALDOT sites.

External Programs

The External Programs Unit administers three federally mandated Civil Rights Programs: Equal Opportunity Contractor Compliance, On-the-Job Training (OJT) and On-the-Job Training Supportive Services (OJT/SS).

The annual OJT Accomplishment Report reflects the number of trainees enrolled and graduated on federal aid projects over the past calendar year. Training hours are specified as a bid item and adjusted to identify the number of individuals trained in specific classifications. The Training Special Provisions are part of contractors' equal employment and affirmative action programs, aimed at developing full journeymen and journeymen in trades or job classifications involved.

The OJT/SS Program uses FHWA funds to enhance the effectiveness of approved training programs. During FY 2024, ALDOT's OJT/SS Program partnered with Bishop State Community College to offer a Heavy Highway Construction Training Program and with Auburn University to offer a Highway Construction Craft Laborer Training Program. During FY 2024, the Heavy Highway Construction Pilot Training Program graduated four participants. The Highway Construction Craft Laborer Training Program is currently ongoing.

Computer Services Bureau

The Computer Services Bureau is responsible for assisting 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 one retirement on 12.31.2023, and four resignations. One resignation was due to a promotion with another state agency. The others were moving from state service to private-sector employment. From October 1, 2023, to September 30, 2024, the bureau made 19 employee promotions and hired 20 additional personnel.

The Network Infrastructure team migrated from Cisco Data Center Network Manager (DCNM) to Nexus Dashboard. Moved all network services from the old Southeast Region office located at the Capitol Commerce Bank building to their new facility located at Halcyon Pointe Drive in Montgomery. Upgraded the Gunter Annex network closets to 10 Gig with 80 Gig total WAN throughput connections back to Central office and Kershaw data centers and converted the East Central region and Southeast Region sites to SD-WAN topology. The DHCP solution was migrated from NS1 to Efficient IP (EIP) due to End-of-Life and support.

The GIS Support section completed one-third of its three-part server migration process which includes moving all GIS-related servers to current operating system versions, updating SQL Server Database instances and moving

to the latest version of ESRI software so that GIS end users have access to the latest geospatial processing tools available from ESRI, successfully completed the implementation of an externally available route network and provided technical support to multiple external entities to ensure their systems function with our LRS further ensuring that ALDOT's LRS is the authoritative route network for the State of Alabama and worked closely with ALEA to begin the process of replacing the Link and Node system in Law Enforcement vehicles with our own LRS.

Engineering Development Systems has made some updates and improvements to modernize existing applications. EDS also created some applications to enable more efficient workflows for users. These included the Stormwater Reporting Application, RSA, FWD Request Generator, RFID Scanner, Scanner Inventory, etc. Most of the applications designed and supported within Engineering Development are requested and used by bureaus such as Design, Maintenance, Pavement, Safety, Right of Way and Local Transportation.

Construction Bureau

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

The bureau furnishes technical advice to the regions and provides guidance and assistance in resolving construction issues and other matters related to the administration of construction contracts. It also approves or authorizes approval authority to the regions for processing overruns, supplemental agreements, force accounts and contract 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 manual for inspection and documentation records. The bureau also processes contractor Notices of Intent and Claims under Section 110 of the Standard Specifications for Highway Construction.

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

In addition, the bureau provides 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 guides 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.

The e-Construction section continues to provide support and leadership in construction technology, including ALDOT's Construction and Materials Management System, CAMMS, which is the primary 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.

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.

The bureau administers ALDOT's DBE Program through the oversight of any DBE-related issues arising from the time of project letting through the final acceptance of the project. The bureau also includes a Disadvantaged Business Enterprises (DBE) Section with responsibilities that include DBE certification, DBE supportive service and the Small Business Element (SBE). With the addition of two new certifying

Construction Bureau *continued*

agencies, the Alabama Uniform Certification Program (ALUCP) now has six agencies responsible for DBE certifications.

The ALDOT DBE Program has 849 certified firms within its directory. The DBE Section continued its 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 \$39,461,012 awarded to DBEs during this reporting period.

ALDOT utilized two private companies to provide DBE supportive services to DBEs throughout the state. ALDOT has restructured the Business Development Program, which is currently assisting 20 DBE firms with training and technical assistance. ALDOT Unified Certification members partnered with Alabama

State University—Small Business Development Center (SBDC), Mobile Airport Authority, EEO Networking Solutions 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.

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

ALDOT's construction program currently has approximately 282 active projects underway at a contract amount of approximately \$2.763 billion.

282

Active Projects

Contracts Worth

\$2,763,000,000

Design Bureau

The Design Bureau encompasses an extensive range of duties in its mission to produce roadway plans. The Design Bureau is organized into four Divisions: Preliminary Engineering, Traffic Engineering, Final Design and Quality Control. The Preliminary Engineering Division consists of Location Section, Environmental Technical Section, Environmental Permitting 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 20 statewide survey crew. The section is responsible for engineering of Corridor Studies, Bridge Replacement Studies, FAA clearance, traffic studies, reviews toll studies, updates the status of the Appalachian Development Highway System, and Project Scoping. The section also performs statewide surveys, reviews consultant surveys, maintains photography, lidar, and mapping, and maintains the CORS network.

Location has 2 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 21 projects, including 6 special projects. Special projects require preliminary alternatives development, traffic analysis, and cost comparison estimations. Location reviewed 2 IMR documents. We have 14 active bridge replacement projects and provided FAA clearance for 15 projects. Location reviewed 11 projects for right-of-way givebacks. There were 26 projects that Location started a preliminary scoping process for and held meetings to gather information for scope documents. This process is used to help streamline the design, help with communication between all parties involved in the design phase of a project, and help keep projects on construction letting dates.

Location Survey collected surveys for 9 separate projects. GPS Control crew set 100 control points for 11 projects to be collected by our Statewide crews as well as consultants. 34 control panels were established along 36 miles of interstate and state routes for high precision mobile scanning. Over 65 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. We processed 15 parcel data and photography requests, while continuing 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 523 users were added this year to bring the total to 3324 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 fiscal year 2024, ETS prepared and obtained approval for 1 Environmental Assessment (EA), 18 Categorical Exclusions (CE) and updated 56 previously approved environmental documents. An additional 179 CE's were prepared and approved statewide in accordance with the Programmatic Categorical Exclusion (PCE) agreement with FHWA. Presently the ETS has reviewed 12 State Environmental documents for local-state partnership and Rebuild Alabama projects

across the state and is also managing two (2) active Environmental Assessments.

The ETS coordinates with liaisons at the U.S. Army Corps of Engineers, the Alabama Historic Commission, and the U.S. Fish and Wildlife Service to expedite the review of ALDOT project submittals. An additional U.S. Army Corps of Engineers liaison was added to supplement the prioritization of Department project permitting processes. 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.

Environmental Permitting Section

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

ADEM issued the current CGP on 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 44 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 31 terminations. As part of the plan development process, the Section reviewed 134 plan assemblies during Plan-In-Hand, Plans Specifications & Estimates, and Final Quality Control plan reviews.

Additionally, the Environmental Permitting Section is responsible for obtaining United

States Army Corps of Engineers permits for impacts to Waters of the US in order to comply with Section 404 of the Clean Water Act. 22 Nationwide Permits and 2 Individual Permits were processed in the fiscal year to ensure compliance. Furthermore, the Section oversaw maintenance, reporting, and monitoring of 13 ALDOT-owned Wetland Mitigation Banks in efforts to comply with Section 404.

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 at the beginning of FY 2024, and one (1) additional employee was assigned to ECS during FY 2024.

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 2024, ECS oversaw the continued implementation of the MS4 Stormwater Management Program Plan and compiled the FY 2023 MS4 annual report, which entailed extensive coordination by ECS with all MS4-applicable ALDOT offices.

ECS performed other activities requiring internal coordination during FY 2024, 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 2024 by giving presentations at multiple professional conferences, communicating with various environmental advocates, maintaining educational materials targeted for the general public that are published on the ALDOT Web site, and representing ALDOT in the Alabama Stormwater Association (ASA). With respect to ASA, ECS personnel 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 Departments 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, 2023. The Design Build Team is rapidly advancing to enable construction contracts to be awarded. 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 30 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 2023/24 fiscal year there were 35

projects in the development process. ten (10) projects were bid for construction totaling \$160 million. The projects include two (2) roadway widenings, one (1) demolition and structure removal, one (1) bridge removal, one (1) interstate bridge widening, one (1) new route with bridges, and four (4) bridge replacements.

The Hydraulic Support Group assists various entities within ALDOT and its consultants to address drainage issues, performs project reviews upon request and aids and addresses 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 FY 2024, the Section executed 108 consultant contracts totaling \$172.4 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. One (1) of these projects were let to contract at a total low-bid construction cost of over \$64.8 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.

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

Traffic Design Section

The Traffic Design Section currently has seven (7) employees and is composed of four groups: Traffic Signal System Design group; Roadway

Lighting System Design group; Intelligent Transportation System (ITS) Design group; and Traffic Analysis and Modeling.

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 dynamic message signs. It provides statewide oversight of designs and plan reviews for these projects. When called upon to do so, the ITS Design group produces in-house ITS designs for use in plans. In addition, this group reviews all material submittals and Request-for-Information (RFI) documents

involving 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 areas 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.

During this fiscal year, the Traffic Design Section reviewed 131 traffic signal material submittals, 30 roadway lighting material submittals and 38 ITS material submittals. Also, there were 31 utility permits approved for lighting. This Section reviewed 57 sets of plans containing traffic signal systems, 8 sets of plans containing roadway lighting systems and 40 sets of plans containing ITS devices. This Section designed 21 sets of plans containing traffic signal systems, 10 sets of plans containing roadway lighting systems, and designed or provided substantial design assistance with 5 sets of plans containing ITS devices. This Section performed 7 traffic analysis and modeling studies, which included one additional model for use with Public Involvement. The Intelligent Transportation System group has also reviewed 25 RFI documents for ITS related projects and has made substantial progress with overhauling the ITS Specifications for use in Construction and Maintenance projects. ITS Design group was also extensively involved with the plan design

and review efforts for the following three North Region large-scale ITS projects: (a) Advanced Corridor Management on I-65 in Morgan and Limestone Counties, (b) Cullman Advanced Corridor Management (PROACT Grant) in Cullman, Blount, and Morgan Counties, and (c) the Gadsden Advanced Corridor Management in Etowah County.

The Traffic Design Section was involved with the analysis of SR-69 in Tuscaloosa for the West Central Region to determine possible improvements along the corridor including costs and phasing. This effort included a heavy modeling effort not included as part of the previous paragraph; between combining the different options, time of days/growth years and iterations, over 130 scenarios were set up in PTV Vissim and 21 models in Synchro. Traffic Design has also continued to support the Southeast Region by updating their Hyundai Area Model which projects traffic around US-31 and Hyundai Blvd in Montgomery County as additional industrial and commercial impacts are announced in this zone of economic development.

Traffic and Safety Operations Section

The Traffic and Safety Operations Section (TSOS) is comprised of nine (9) 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 2775 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 with 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.

Office of Quality Control

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

Plan Review Section

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

2024 Projects Summary

During this fiscal year, the bureau completed 82 reviews and inspections, 45 final reviews for operational capability and compliance, 12 hydraulic reviews, and 2 value engineering studies due to the FHWA threshold.

Equipment Bureau

The Equipment Bureau is responsible for managing ALDOT fleet operations across all 10 areas, the Central Office fleet, the A98 Central Office Equipment Rental Pool, and the ALDOT Motor Pool, representing approximately 3,200 assets. Management authority includes acquisition, oversight of maintenance and repairs, life-cycle supervision, and marketing surplus assets through governmental sales or public auctions.

During fiscal year 2024, the bureau purchased about 375 fleet assets for \$47.2 million, while sales generated residual proceeds of approximately \$9.7 million for the Equipment Revolving Fund. Additional funds were collected through depreciation and replacement rates. The current estimated replacement cost of the ALDOT fleet is \$341 million.

During FY 2024, the Procurement Section processed approximately 7,516 Alabama Buys requisitions for materials, supplies, equipment, and services, representing a spend of about \$256.5 million. Additionally, the Procurement Section created 17 new master agreement contracts and maintained approximately 214 new and renewal MA contracts, including ALDOT agency term contracts, annual agreements, and statewide MA contracts are processed by the State Division of Procurement. The ALDOT Procurement Section received and processed 16,658 EP-10 purchase orders in CPMS, which included materials, supplies, equipment, services, equipment repairs, and purchases for ALDOT operations, representing a spend of about \$74.3 million.

The Land and Building Section oversaw the completion of a new welcome center on I-65 near Ardmore and a new district equipment

maintenance facility in Andalusia. It also updated the fire and smoke detection system at the Central Office Complex and refurbished the entryways at both public access points. Other projects in progress include a new District 61 office in Speigner, storm shelters in the Birmingham and Tusculumbia areas, the Grove Hill Lab curing room, and several generator replacements. This section is also responsible for maintenance and repairs at the Central Office Complex, including a project to upgrade the HVAC system, replace the 500-kilowatt emergency generator, and replace outdated water coolers.

The bureau's Inventory Management Section has been involved in conducting a department-wide inventory of more than 100,000 pieces of property, assisting with two equipment auctions, and implementing the State Auditor's new inventory management system.

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

Finance & Audit Bureau

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

The bureau is responsible for preparing Federal-Aid project modifications to ensure projects are funded at the appropriate level and to maximize the collection of federal funds. It submits 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 to maintaining the road program at its current level.

The cost accounting system accurately records direct project costs for Federal-Aid billing and budgeting purposes. The bureau also maintains a cost accounting system to determine unit rates for the development of policies and procedures. It investigates complaints relating to possible violations of policies or procedures, misuse of personnel, materials, or equipment, and suspicions of fraud and mismanagement. Findings are referred to administrators for corrective action.

With the passage of Act 90 in 1971, the Finance and Audit Bureau became responsible for designing and implementing a budgetary system of accounts to manage the legislative budget for the Department of Transportation. The bureau coordinates the preparation of an annual budget request for presentation to the governor and legislature.

Monthly financial statements are prepared to reflect ALDOT's financial condition, including receipts and disbursements for the current year and the status of budgetary appropriations and allotments. These statements are analyzed to identify potential financial risks. When necessary, the bureau advises the transportation director and recommends remedies. In addition to management reports provided to the transportation director, the bureau supplies detailed reports to bureau chiefs and region engineers monthly to assist in financial and budgetary decision-making.

The Finance and Audit Bureau acts as a liaison between the Department of Transportation and the comptroller's and budget offices of the Finance Department. It also advises the transportation director and various bonding authorities on issuing bonded debt for public road and bridge construction.

The bureau compiles and submits monthly progress data for various projects across the state to the U.S. Department of Commerce's Bureau of the Census. It also manages the investment of Public Road and Bridge Appropriated Industrial Access funds and Surplus Military Field Fund investments. These investments earned \$3,524,574.56 in fiscal year 2024.

The External Audit Section, under the direction of the director of finance and audit, conducts external audits for the bureau. Total costs recovered or saved during the year for all audits amounted to \$3,869. FHWA financial management personnel and auditors from the Office of Inspector General and the U.S. Department of Transportation review the audits.

The Internal Audit Section audits ALDOT's internal operations under the direction of the director of finance and audit. It evaluates and analyzes the accuracy and reliability of financial data, ensures compliance with laws, regulations, and policies, and reports instances of fraud, abuse, inefficiency, or mismanagement. Recommendations are provided to help management safeguard ALDOT's assets.

The Internal Audit Section conducts compliance and performance audits of various regional offices and bureaus throughout the year. It also addresses requests for special assistance concerning compliance with ALDOT policies and state and federal laws. Additionally, the section participates in implementing new or revised programs and provides recommendations to resolve specific compliance issues.

Legal Bureau

The Legal Bureau of the ALDOT 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. Cases include employment matters, state tort claims typically involving personal injuries sustained by motorists, environmental disputes related to construction projects, contracts, trespass and encroachment of private property on state rights of way, outdoor advertising, condemnation matters and collecting costs for damage to state property.

The bureau reviews federal statutes, rules and regulations and advises the department on their compatibility with existing state statutes and department policies. It also recommends necessary changes to comply with federal law, which may include drafting new or amending existing state laws.

The bureau examines, advises on and approves the form of contracts and right-of-way acquisitions, drafts various contracts and agreements and maintains a liaison with the attorney general's office and the governor's legal advisor. It reviews and drafts legislation that may affect the department and processes claims involving personal injury to private citizens or damage to their property. Additionally, it 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 and other federal and state administrative agencies, boards and tribunals.

Local Transportation Bureau

The Local Transportation Bureau (LTB) is responsible for administering Federal Highway (FHWA), Federal Transit (FTA) and state funds allocated to Local Public Agencies (LPA) within 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 has six sections: Administration, Planning, Design, Pre-Construction, Local Programs and Transit.

Planning

The metropolitan planning group assists urbanized areas in developing comprehensive, cooperative and continuing transportation plans as required by 23 USC 134 and 135. Working with

MPO staff in the urbanized areas, the section offers guidance and assistance in developing and preparing 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, the section writes

and maintains agreements between the state and county or municipal entities for projects involving state and federal funds.

In 2024, the Local Transportation Bureau administered approximately \$3.8 million in FHWA planning funds to assist the 14 MPOs and approximately \$680,000 in FHWA planning funds to assist the 12 RPOs with transportation planning efforts. MPOs authorized over \$50 million in project funds.

Design

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

During fiscal year 2024, the Local Transportation Bureau Design Section assisted cities and counties with the widening and/or resurfacing of 66.674 miles of roads at an approximate cost of \$22.93 million. The section also assisted with numerous intersection improvement and safety projects at a combined cost of approximately \$8.17 million.

The Design Section reviewed and managed 35 projects utilizing five different funding sources, totaling approximately \$31.1 million.

Pre-Construction

The Pre-Construction Section manages LPA projects that utilize federal and/or state funds from project initiation through the required environmental, utility and railroad coordination processes. The 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 all railroad coordination is completed before project authorization.

During FY 2024, the Pre-Construction Section reviewed or cleared 80 projects, processed \$4.86 million in utility agreements, reviewed and processed four railroad agreement project submittals and authorized \$2.43 million in right-of-way acquisitions.

Local Programs

The Local Programs Section administers and manages funding programs that assist local agencies in complying with state and federal requirements to inspect, manage and maintain their local transportation infrastructure.

Programs overseen by the Local Programs Section include management and inspection of local bridges per 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 provides funding for the repair or reconstruction of federal-aid-eligible roads and bridges damaged by natural disasters. During FY 2024, two events qualified for Emergency Relief funding, including 25 sites on the local transportation system at an approximate cost of \$1.54 million.

The Transportation Alternatives Set-Aside Program funds the planning, design and construction of alternative forms of non-motorized transportation. During FY 2024, the program awarded 37 projects totaling \$23.1 million.

The HRRR/LRSI program funds safety improvements on locally owned public roads. In FY 2024, it awarded 12 projects totaling \$4.38 million.

ATRIP-II, created under the 2019 Rebuild Alabama Act, funds projects of local interest on the state-maintained highway system. In FY 2024, 20 new projects and six ongoing projects

Local Transportation Bureau *continued*

received supplemental funding, totaling \$40.27 million in Rebuild Alabama Funds.

The RAA Annual Grant Program funds transportation projects on locally owned roads and bridges. During FY 2024, 50 projects were awarded a total of \$15 million in Rebuild Alabama Funds.

Transit

The Transit Section administered FTA funds and oversight to 30 rural, seven urban and more than 150 specialized transportation programs across the state. These funds assisted transit providers with administration, operation,

maintenance and capital asset purchases. The FTA provided funding under 49 USC 5307, 49 USC 5310, 49 USC 5311 and 49 USC 5339. All federal funds were administered following funding eligibility requirements established by the Alabama Department of Transportation.

During FY 2024, Transit Section expenditures included \$6.78 million in FTA funds for the Specialized Transportation Programs (5310), \$21.31 million for the Rural Transportation Program (5311), \$3.23 million for the Small Urban Transportation Program (5307) and \$2.99 million for the Bus and Bus Facilities Program (5339).

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 while operating in cooperation with the Federal Highway Administration (FHWA) through state-matched federal funds allocated by the Federal Aid Highway Acts. It includes the following sections:

The GIS and 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 actively engages 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 67 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 and roadway imagery along the state-maintained highway system and

other designated routes to provide an inventory record for signing, marking, maintenance conditions and field data for planning studies.

The Traffic Monitoring Section of the Data Collection and Data Management Group is responsible for 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 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 manages all ALDOT Unmanned Aircraft Systems (UAS) operations across Alabama, supporting a variety of projects statewide. These include aerial surveys, construction of new and relocated routes, right-of-way assessments and inspections of structures such as bridges, overhead signs and buildings. The section also provides 3D modeling and inclement weather damage assessments as requested by Central Office, regions, areas and districts. To maintain proficiency in UAS operations, the team continually trains on utilizing multiple drones, mission types and software applications, ensuring they remain current with evolving technologies. The UAS Section also collaborates closely with the FAA, FHWA and industry experts to advance ALDOT's drone operations, delivering safe and efficient flights and accurate data to our end users.

Maintenance Bureau

The Maintenance Bureau oversees the maintenance of roads and bridges located on state, U.S. and interstate routes and all highway facilities owned and operated by ALDOT. It supports the maintenance operations of ALDOT regions and districts by establishing and administering budgets, policies and programs and offering technical guidance for statewide maintenance operations. Through the office of the State Traffic Operations Engineer, the bureau develops criteria and guides the installation, maintenance and cost-effective use of traffic control devices and the 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 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 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 and 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, Bridge Replacement Program, Vegetation Management Program and Routine Maintenance Management System. The bureau serves as the primary liaison between ALDOT and the Alabama

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 the 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 has six laboratories: Bituminous, Liquid Asphalt, Concrete, Aggregate/Soils, Physical and Chemical. The laboratories are fully accredited by the AASHTO Accreditation Program (AAP) and serve as the statewide reference laboratory in dispute resolutions. The testing laboratories have the capability for testing and inspecting all materials used by the department 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: The Pavement Friction Testing Section, the Falling Weight Deflectometer (FWD) Testing Section and the Pavement Distress Data

Collection Section. The Pavement Distress Data Collection Section is responsible for managing 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 consists of two sections: Environmental Compliance and Hazardous Materials. This division reviews hazardous material clearances for the NEPA process, performs underground storage tank and hazardous materials investigations, and provides corrective action recommendations and cleanup. This division is also responsible for conducting routine on-site inspections for other environmental regulations 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 the use of other computer software programs related to materials sampling, testing and reporting.

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

Media & Community Relations Bureau

The Media and Community Relations Bureau serves as the primary source of information for the public and stakeholders about projects on Alabama's state, U.S. and interstate highways, as well as ALDOT programs and initiatives. Bureau personnel routinely provide information to reporters and the public to provide timely and accurate information. In recent years, the bureau has shifted toward a more proactive and community-focused approach. The bureau is involved in a sustained public education and outreach campaign intended to strengthen the safety culture on Alabama's roadways.

Bureau of Office Engineer

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

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

The bureau is responsible for developing and maintaining the Comprehensive Project Management System (CPMS), a client-server-based project, program and financial-aid management system. It supports ALDOT's construction program by tracking project data and status from inception to completion, which includes details of project financing and scheduling. It prepares and submits the

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

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

During fiscal year 2024, there were 11 lettings with 201 contracts awarded totaling \$887,182,763.29.

11 Lettings

201 Contracts

Approved Contracts Worth a Total of **\$887,182,763.29**

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 on 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 employees in 202 job classifications.

The Employee Relations Section manages and processes ALDOT employees' grievances and complaints under Title VII of the Civil Rights Act of 1964. During fiscal year 2024, 14 investigations were conducted.

The Risk Management Section coordinates with the Department of Finance, Division of Risk Management (DORM), which administers the State Employee Injury and Compensation Trust Fund (SEICTF) Program. This section acts as a liaison to expedite all matters relating to needed services for injured employees. It coordinates two significant programs providing safety

information assistance to the regions and bureaus and the administration of the Drug and Alcohol Testing Program for Commercial Driver's Licensed (CDL) employees. Another important program Risk Management coordinates is the Health Watch Program. Working with the Alabama Department of Public Health, the section coordinates the Central Office's wellness screenings and influenza immunizations. Relating to other state-sanctioned programs, Risk Management coordinates the Central Office's blood drives for the American Red Cross and Life South, Incorporated.

Research & Development Bureau

The Research and Development (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 that increase efficiency while minimizing effort in ALDOT operations. The R&D Bureau operates two sections: 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 the products and new technology submittals and disseminates product information throughout ALDOT. The Research Section, supported by the 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 the timely application of products and new technology.

During fiscal year 2024, 100 products were submitted for evaluation to the Product Evaluation Board, a moderate increase compared to last year, which was affected by the COVID-19 pandemic. A total of 70 products were approved by the PEB for addition to the Department's Qualified Products List of the Materials, Sources, and Devices with Special Acceptance Requirements (MSDSAR) Manual.

Statewide field testing is underway to evaluate pending products for approval consideration.

Also, during this fiscal year, seven research projects from Alabama-accredited universities received department approval for research funding. Additionally, the department is the lead

state on four active Transportation Pooled-Fund projects. ALDOT, at the recommendation of the ALDOT Research Advisory Committee, participates in seven Transportation Pooled-Fund studies across the United States and one Local Technical Assistance Program (LTAP) study.

2024 Research & Development Activities

100
Products
Submitted to PEB

70
Approved
Products

7
University Projects
Funded

7
Pooled-Fund
Projects across the US

4
ALDOT-Lead
Pooled-Fund Projects

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 improvements of existing highways in the State Highway System (Interstates, U.S. and State Routes). This is done by following the Uniform Act to ensure equal and fair treatment of all parties involved. The ROW Bureau is divided into three subsections: ROW Operations, Engineering Services/GIS and Utilities.

The ROW Operations is divided into three subsections: Appraisal/Appraisal Review, Acquisition/Relocation and Property Management. The Appraisal/Appraisal Review Section is responsible for the assignment, performance and review of all appraisals throughout the state. Appraisals require 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 \$1,975,000 for 22 fee appraisers statewide. The

Acquisition/Relocation subsection is responsible for statewide coordination of all real estate functions performed throughout the state. This section ensures 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 662 tracts of property. Approximately \$99,283,971 was spent acquiring these properties and \$8,183,014 was spent for relocation assistance. The Property Management subsection is responsible for land and structure

leases and sales. This year, land and structures leased before construction produced \$261,464 in revenue for the state that was credited back to the projects. Proceeds of \$311,386 for land leases, oil and gas leases, uneconomic remnant sales and sales of excess property on closed projects were credited to the U.S. Code Title 23 funding.

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. and State Routes). During the fiscal year, the Utilities Section reviewed and recommended approval of 52 reimbursable utility agreements for approximately \$25,000,000, five of those had the work included as part of the roadway contract for approximately \$1,500,000. There were also 102 non-reimbursable agreements. This section reviews invoices submitted by utility companies and municipalities to pay for the reimbursable utility relocations. The section also oversees five Statewide Subsurface Utility Engineering (SUE) contracts used to obtain highly accurate information on the location and depth of underground utilities. This information is used to help address conflicts before construction.

ROW 2024 Activities

Approved Contracts Worth a Total of **\$1,975,000** for **22** Fee Appraisers

662	\$99,283,971	\$8,183,014
Acquired Properties	Acquisition Costs	Relocation Assistance
\$261,464	\$311,386	
Revenue from Leasing Prior to Construction	Proceeds from Leasing or Sales	
52	\$25,000,000	\$1,500,000
Reimbursable Utility Agreements	Total Contracts	Included Roadway Work

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, validate and facilitate training, education and professional development needs for over 4,000 employees and 170 occupational classifications.

The Administration and Customer Support section manages a multimillion-dollar training budget as well as \$11 million in support agreements with 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 acquisition of Civil Engineer Graduates (CEG) and Professional Civil Engineering Trainees (PCET). The Training Operations section, the

Workforce Development section and the CDL and Safety Training section account for a training catalog of over 1,000 courses, consisting of new employee training, highly specialized technical training, soft skills training, leadership development, product training, compliance training, team building, customer service training, train-the-trainer, presentation skills, mentoring and more. The Training Bureau partners with the Alabama Community College System (ACCS) and the Innovation Center to offer the Skills for Success program, providing the ALDOT workforce with in-demand skills and building the workforce for the future.

Commercial Driver's License Training

Total Employees Trained	125
Total Cost Savings	\$625,000

Technical/Workforce Development and Safety Training

Distinct Employee Training Events	18,201
Training Courses	382
Training Hours & CEUs	125,903

Recruiting and Acquisitions

New Applicants 2024	1,286
New Hires 2024	559
Civil Engineering Graduates (CEG)	27
Professional Civil Engineering Trainees (PCET)	59
Engineering Aid / Assistant	77

Statistical Section

Aeronautics Bureau 2024

FUND 80

REVENUES

7635	Aviation Fuel Tax	2,445,186.79
7647	5010 Inspection Program Fees	36,400.00
7649	Logo Permits	1,621,350.00
7680	Federal Grants	46,149,859.00
7683	Aero Special Project Grant (ADECA APPR)	5,500,000.00
7684	Aero Comm Aviation Asst Program	-

TOTAL REVENUE \$55,752,795.79

EXPENDITURES

4036	Equipment Costs	-
4580	Federal Projects	19,675,770.63
4581	State Projects	659,834.52
4583	Special Grant Projects (ADECA APPR)	1,559,002.00
8015	Administration	1,112,086.85

TOTAL EXPENDITURES \$23,006,694.00

Aeronautics Bureau 2024

FUND 90

REVENUES

7692/7697	Interest Income on Investments	123,815.18
7693	Rental Income-Land	146,495.18
7694	Federal Grants	-
7696	St. Elmo Aviation Fuel Sales	-*

TOTAL REVENUE \$270,310.36

EXPENDITURES

4590	State Projects-SMFF	-
8013	Administration	27,038.53
8023	St. Elmo Fuel Operations	-*

TOTAL EXPENDITURES \$27,038.53

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

Airport Funding Fiscal Year 2024

	Revenue	Expenditure
Airport Development Funding	\$ 55,752,795.79	\$ 23,006,694.00
Surplus Military Funding	\$ 270,310.36	\$ 27,038.53

Airport Landing Areas

78
Public Use
Airports

38
Private Use
Airports

90
Medical Facility
Heliports

68
Private
Heliports

Bridge Projects Summary

Projects Let to Contract from October 1, 2023 to September 30, 2024

County	Project #	Description	Date Let	Bid Price
Calhoun	NH-HSIP-0021(581)	Bridge Rail Retrofit on SR-21	11/3/2023	\$107,300.00
Chilton	STPAA-HSIP-003(646)	Bridge Guardrail Retrofit on US-31	11/3/2023	\$42,787.00
Dallas	BR-0014(5451)	Bridge Repl on SR-14 over Blue Gurth Swamp	11/3/2023	\$1,759,660.00
Baldwin	NH-0042(546)	Bridge Rail Retrofit on US-98	12/8/2023	\$34,485.00
Dallas	STPAA-0041(525)	Bridge Guardrail Retrofit on SR-41	12/8/2023	\$20,800.00
Walker	STPAA-0069(5711)	Bridge Guardrail Retrofit on SR-69	12/8/2023	\$33,610.00
Blount	BR-0079(500)	Bridge Repl on SR-79 over Blackburn Fork	1/26/2024	\$3,905,228.00
Talladega	STPAA-HSIP-0034(503)	Bridge Guardrail Retrofit on SR-34	1/26/2024	\$12,770.00
Houston/Dale	STPAA-HSIP-0605(501)	Bridge Guardrail Retrofit on SR-605	2/23/2024	\$18,000.00
Jefferson	HPP-TAPBH-CMAQ-A104 (916)	Pedestrian Bridge over US-31 near Wald Park	2/23/2024	\$2,270,735.00
Lowndes	NH-0008(611)	Bridge Guardrail Retrofit on US-80	2/23/2024	\$5,330.00
Dale	STPAA-0027(521)	Bridge Guardrail Retrofit on SR-27	3/29/2024	\$4,254.00
Jefferson	APDF-1602(542)	Bridges on B'ham N Beltline SR-79 to SR-75	3/29/2024	\$46,562,690.00
Tallapoosa	BR-0050(505)	Bridge Replacement on SR-50 over Wind Cr	3/29/2024	\$1,608,432.00
Tuscaloosa	BR-1059(435)	Bridge Deck Rehab on 159	3/29/2024	\$4,677,792.00
Chambers	STPAA-FMGR-0050(510)	Bridge Guardrail Retrofit on SR-50	5/31/2024	\$20,000.00
Baldwin	ST-002-999-005	Bridges on SR-161 Connector over Cotton Cr	5/31/2024	\$12,676,908.00
Madison	RACRNH-RACRIM-1565 (315)	Bridge Widening on 1565 Bradford Cr & NSRR	5/31/2024	\$4,782,556.00
Greene	IM-IMGR-1059(432)	Bridge Guardrail Retrofit on 120/159	6/28/2024	\$24,697.00
Covington	BR-0055(517)	Bridge Replacement on SR-55 over 5 Runs Cr	6/28/2024	\$2,496,414.00
Shelby	STPBH-5914(250)	Bridge Replacement on CR-55 over NSRR	6/28/2024	\$1,458,110.00
Chilton/Coosa	BR-0022(537)	Bridge Rehabilitation on SR-22 over Coosa Rvr	7/26/2024	\$2,767,350.00
Jefferson	RACRNH-RACRIM-159 (429)	Bridge Rehabilitation over Edwards Lake Rd	7/26/2024	\$2,647,040.00
Franklin	BR-0247(506)	Bridge Repl on SR-247 over Little Bear Cr	8/30/2024	\$2,103,858.00
Mobile/Baldwin	BR-0016(5221)	Bridge Repl on US-90/98 over Tensaw Rvr	8/30/2024	\$35,276,055.00
Etowah	IM-1059(44-7)/IM-1059(450)	Bridge Guardrail Retrofit on 159	9/27/2024	\$13,740.00
Greene	BR-1059(446)	Bridge Deck Rehab on 159 NB Rdwy	9/27/2024	\$5,596,550.00
Macon	BR-1085(381)	Bridge Widening on 185 SB over Miles Cr	9/27/2024	\$1,027,729.00
TOTAL COST				\$131,954,880.00

Equipment Procurement Services

2024 Activities

375 Fleet Assets Acquired for a Total of **\$47.2 MILLION**

\$9.7 MILLION in Sales Acquired for the Equipment Revolving Fund

Estimated Fleet Replacement Cost **\$341 MILLION**

2024 Procurement Activities

7,516 Requisitions Totaling **\$256.5 MILLION**

17
New Master
Agreement Contracts

214
Total Master
Agreement Contracts

16,658
EP-10 Purchase Orders

\$74.3 MILLION
Purchase Order Spend

Public Roads & Bridge Funds

Public Roads & Bridge Funds 2024

UNEXPENDED BALANCE as of October 1, 2024

\$189,498,149

RECEIPTS

REVENUE

Gasoline Excise Tax \$.05	99,117,180
Gasoline Excise Tax \$.04	46,432,762
Motor Fuel Tax \$.06	48,207,459
LP Gas Vehicle Permits	33,248
Motor Vehicle License	117,712,415
Gasoline Excise Tax \$.07	79,389,901
Lubricating Oil Tax	512,093
Oversize Hauling Permits	5,082,320
Motor Carrier Mileage, Taxes, Fees	471,687
Motor Fuel Tax \$.13	109,613,236
Truck Identification Decals	1,821,977
Petroleum Products Inspection Fees	44,051,697
Outdoor Advertising Permit Fees	61,030
Motor Vehicle Excise Tax	445,769
TOTAL REVENUE	\$552,952,774

NON-REVENUE RECEIPTS

ISTEA Interstate Maintenance	79,670
ISTEA National Highway System	(260,454)
ISTEA Surface Transportation Program	4,613,466
Federal Aid- ARRA 2009 Transit Stimulus	-
ISTEA Special	(3,107,519)
ISTEA Other	39,590

Federal Aid Priority Primary	
Federal Interstate Regular	
Federal Interstate ACI	
Federal Aid Primary	
Federal Aid Secondary	
Federal Aid - ATRIP Projects	54,890,000
Federal Aid ABC Urban	
Federal Aid CBD Projects	31,515,000
Federal Aid Urban	
Federal Aid Secondary (Farm to Market)	
Federal Aid Secondary (Farm to Market Miscellaneous)	
Federal Topic	
Federal Appalachian	373,109
Federal - MAP 21/FASTACT	839,853,387
Federal Aid Special Aid	
Federal Aid Highway Planning & Research	22,589,230
Federal Aid Bridge Replacement	243,795
Federal Aid-ARRA 2009 Stimulus	
Federal Aid Transit Capital	19,935,758
Federal Aid Beautification	
Federal Aid Special Grants	
Federal Aid Other	140,450,000
SUBTOTAL	1,117,950,976
Bond Proceeds	27,197
Ramp Bonds	
Ind. Access Road & Bridge Corp	3,253,965
Amendment 1 County Share	

Capital Improvement Trust Fund Appropriation	
County Aid	454,349
Other Aid	916,934
Other Project Participation	27,258,804
Revenue Sharing	
Contractor Bid Fees	4,916
Miscellaneous Receipts	5,250,746
SUBTOTAL	37,166,912
UMTA Vehicle Disposition Proceed	
Rapid Rail	
ROW Title 23 Revenue	312,386

TOTAL NON-REVENUE RECEIPTS \$312,386
TOTAL RECEIPTS \$1,708,383,048

TOTAL FUNDS AVAILABLE \$1,897,881,197

EXPENDITURES

DEBT SERVICE

1st Issue - ATRIP Issue	54,890,000
2nd Issue - CBD Issue	31,515,000
TOTAL DEBT SERVICE	\$86,405,000

ADMINISTRATION

Internal Administrative Support	133,106,1635
External Administrative Support	18,037,457
Other Equipment Purchases	12,711,501
Land and Buildings Expenditures	2,029,382
Captive County Health Insurance	12,584
Legislatively Mandated Transfers	1,200,000
TOTAL ADMINISTRATIVE EXPENDITURES	\$167,097,086

EXPENDITURES CONTINUED

CONSTRUCTION AND MAINTENANCE

Federal Construction	1,165,200,410
State Construction	61,943,086
Special Work Authorizations	1,704,757
Routine Maintenance	161,710,572
Maintenance Projects	28,291,222*

TOTAL CONSTRUCTION AND MAINTENANCE EXPENDITURES \$1,418,850,047

TOTAL EXPENDITURES \$1,672,352,133

ADJUSTMENTS TO CASH

Adjustments include Deposits in Transit, Investments, Retainage, Receivable Adjustments, Amounts Pending Distribution, etc. (23,190,535)

TOTAL DISBURSEMENTS \$1,695,542,668

RECONCILIATION

Add: Cash Balance September 30, 2024 202,338,529

TOTAL FUNDS AVAILABLE \$1,897,881,197

Public Roads & Bridge Funds Summary

Public Roads & Bridge Funds Summary of Receipts and Disbursements

Fiscal Years Ended September 30

	2024	2023	2022	2021	2020
Cash on Hand, October 1*	189,498,149	253,190,859	205,370,009	161,244,238	209,783,483
RECEIPTS					
Gasoline Excise Tax - \$0.05	99,117,180	98,811,368	98,086,355	98,817,044	95,132,971
Gasoline Excise Tax - \$0.04	46,432,762	46,289,501	45,949,858	46,292,160	44,566,307
Motor Fuel Tax - \$0.06	48,207,459	48,635,103	48,270,165	47,479,486	43,738,070
LP Gas Vehicle Permits	33,248	39,893	40,532	42,941	46,354
Motor Vehicle License Taxes	117,712,415	118,063,778	118,877,066	115,932,374	105,578,173
Gasoline Excise Tax - \$0.07	79,389,901	79,145,124	78,562,603	79,148,719	76,198,510
Lubricating Oil Tax	512,093	400,166	514,230	485,863	472,795
Oversize Hauling Permits	5,082,320	4,707,090	4,620,200	4,378,710	4,268,727
Motor Fuel Tax - \$0.13	109,613,236	110,490,649	109,624,073	107,791,045	99,307,201
Truck Identification Decals	1,821,977	1,121,583	1,167,865	1,092,948	951,874
Petroleum Products Inspection Fees	44,051,697	43,357,689	43,953,652	43,924,151	42,931,629
Outdoor Advertising Permits	61,030	55,220	65,865	58,493	62,923
Motor Carrier Tax	471,687	477,386	477,071	476,197	480,373
Interest Income					
Motor Vehicle Excise Tax	445,769	309,884	303,149	298,879	300,718
Federal Aid	1,117,950,976	911,721,590	967,958,530	960,303,732	920,212,148
County Aid & Miscellaneous	34,198,136	33,293,768	49,490,561	27,119,141	42,969,573
Industrial Access	3,253,965	2,258,531	355,447	109,095	961,638
Transfer from Bond Accounts	27,197	7,553,814	60,732,303	74,723,309	155,681,878
Total Receipts	\$1,897,881,197	\$1,759,922,996	\$1,834,419,534	\$1,608,474,287	\$1,633,861,862
DISBURSEMENTS					
Construction	1,227,143,496	1,078,691,581	1,145,525,620	1,085,536,659	1,284,901,104
Maintenance	190,001,794	204,021,888	164,907,702	222,738,240	189,400,583
Equipment Purchase	12,711,501	13,569,267	10,670,986	16,954,689	14,115,511
Administration	176,363,536	111,412,632	119,701,751	116,881,025	118,632,065
Debt Service	86,405,000	86,020,000	89,115,000	56,038,663	53,551,653
Other Expenditures	2,917,341	26,709,479	34,128,385	35,373,792	21,800,191
Total Disbursements	\$1,695,542,668	\$1,520,424,847	\$1,562,054,122	\$1,533,523,068	\$1,682,401,107
Cash Balance, September 30	\$202,338,529	\$239,498,149	\$272,365,412	\$236,195,457	\$161,244,238

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

Rebuild Alabama Funds 2024

Rebuild Alabama Funds 2024

UNEXPENDED BALANCE

as of October 1, 2023 **\$369,168,585**

RECEIPTS

REVENUE

Gasoline Excise Tax \$.06	190,048,954
Gasoline Diesel Tax	60,924,554
IFTA Taxes	3,530,848
Battery Electric Reg-Infrastructure	666,794
Plug In Electric Reg-Infrastructure	88,773
TOTAL REVENUE	\$255,259,923

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	5,705,899
Federal Aid Special Grants	
Federal Aid Other	
Federal Aid Congestion Management	7,737,406
Federal Aid Project Other	2,443,661
SUBTOTAL	\$15,886,966
Other Project Participation	2,355,782
Miscellaneous Receipts	
SUBTOTAL	\$2,355,782
TOTAL RECEIPTS	\$18,242,748
TOTAL FUNDS AVAILABLE	\$642,671,257

EXPENDITURES

LOCAL GOVERNMENTS

Annual Allocation to Counties	27,105,013
Annual City/County Grant Program	10,936,041
ATRIP II Projects	31,536,468
Other Grants to Cities/Counties	
Congestion Management Projects	130,148,062
Economic Development Projects	124,012,226
Federal Project Other	3,208,392
Federal Congestion Management	9,596,424
Federal Economic Development Projects	7,121,675

TOTAL LOCAL GOVERNMENT EXPENDITURES

\$343,664,301

TOTAL EXPENDITURES

\$343,664,301

ADJUSTMENTS TO CASH

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

TOTAL DISBURSEMENTS

\$(136,009)

RECONCILIATION

Add: Cash Balance September 30, 2024	299,142,965
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TOTAL FUNDS AVAILABLE

\$642,671,257

Alabama Federal Aid Highway Finance Authority 2021-A

Year	Bonds Outstanding	Principal	Interest	Redemption
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		\$12,358,750.00	\$32,798,750.00

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

Alabama Federal Aid Highway Finance Authority 2021-B

Year	Bonds Outstanding	Principal	Interest	Redemption
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
		\$27,460,000.00	\$3,692,611.80	\$31,152,611.80

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

Alabama Federal Aid Highway Finance Authority 2021-B

Year	Bonds Outstanding	Principal	Interest	Redemption
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
		\$654,260,000	\$148,036,703.96	\$802,296,703.96

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
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
		\$639,315,000	\$78,695,809.98	\$718,010,809.98

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

Outstanding Bonds Summary

AFAHFA 2021-A—Project A

Name	Final Maturity	Total Principal	Interest
AL Federal Aid Highway Finance Authority AFAHFA 2021-A	September 1, 2037	20,440,000.00	12,358,750.00
TOTAL		\$20,440,000.00	\$12,358,750.00

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—Refunding—Project A

Name	Final Maturity	Total Principal	Interest
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	September 1, 2033	27,460,000.00	3,692,611.80
TOTAL		\$27,460,000.00	\$3,692,611.80

Name	Principal Redemption 2023	Interest Redemption 2023
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	610,000.00	517,198.26
TOTAL	\$610,000.00	\$517,198.26

AFAHFA 2021-B—Refunding—Project B

Name	Final Maturity	Total Principal	Interest
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	September 1, 2037	654,260,000.00	148,036,703.96
TOTAL		\$654,260,000.00	\$148,036,703.96

Name	Principal Redemption 2023	Interest Redemption 2023
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	30,905,000.00	14,152,706.92
TOTAL	\$30,905,000.00	\$14,152,706.92

AFAHFA 2021-B—Refunding—Project C

Name	Final Maturity	Total Principal	Interest
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	September 1, 2034	639,315,000.00	78,695,809.98
TOTAL		\$639,315,000.00	\$78,695,809.98

Name	Principal Redemption 2023	Interest Redemption 2023
AL Federal Aid Highway Finance Authority AFAHFA 2021-B	54,890,000.00	11,157,345.82
TOTAL	\$54,890,000.00	\$11,157,345.82

Legal Bureau Activities

Board of Adjustment Claims

694 Opened	646 Closed	39 Pending	9 Active
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AMOUNT PAID **\$5,764,675.05**

State Property Damage Claims

AMOUNT COLLECTED BY LEGAL BUREAU & REGIONS **\$5,941,118.53**

Requests for Production of Documents

195 Opened	34 Pending
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Contracts, Leases, and Deeds Reviewed **1,290**

Active Lawsuits **71**

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
2023	194,957	109,451

Highway Performance Monitoring System

Functional Classification	Linear Miles	Lane Miles
Interstate	1,003.55	4,735.16
Principal Arterial—Other Freeways and Expressway	44.33	191.31
Principal Arterial—Other	3,328.40	10,995.95
Minor Arterial	6,358.77	14,474.41
Major Collector	15,939.61	32,315.21
Minor Collector	6,156.14	12,316.13
Local	67,405.52	134,811.04
TOTAL	100,236.31	209,839.21

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	1,003.545	0.000	0.00	0.000	0.000	0.000	0.000
PA* Other Freeways and Expressways	44.332	0.000	0.000	0.000	0.000	0.000	0.000
PA* Other	3,210.170	15.523	102.702	0.000	0.000	0.000	0.000
Minor Arterial	4,602.290	405.089	1,295.211	0.000	0.000	33.434	22.742
Major Collector	2,063.269	10,036.933	3,790.975	0.068	0.000	40.094	8.268
Minor Collector	32.071	5,580.157	543.867	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	10,963.506	58,158.517	29,599.319	177.111	0.070	961.970	375.817

* Principle Arterial

Alabama Bridge Counts

State of Alabama Bridge Counts Fiscal Year 2024

Structures	State	County	City	Other
Total Structures	5,802	8,509	1,662	65
*Functionally Obsolete	0	0	0	0
**Structurally Deficient	60	358	89	14
Load Posted	9	1,904	191	11
Closed	4	133	35	13
Temporary Work	34	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	6	Muscogee	Russell	SR-520	SR-280	GA	Chattahoochee River	1,306	GA	GA	100	215-0009-0	21482
3	6	Muscogee	Russell	M8069 Dillingham St	Dillingham St.	GA	Chattahoochee River	700	Columbus	GA	100	215-0127-0	21483
3	6	Muscogee	Russell	West 13th St.	13th St.	GA	Chattahoochee River	1,268	GA	GA	100	215-5054-0	21484
3	4	Harris	Chambers	I-85 NBL	I-85 NBL	GA	Chattahoochee River	1,086	GA	GA	100	145-0036-0	21485
3	4	Harris	Chambers	I-85 SBL	I-85 SBL	GA	Chattahoochee River	1,086	GA	GA	100	145-0037-0	21486
4	7	Early	Houston	SR-62	SR-52	AL	Chattahoochee River	1,142	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	6	Muscogee	Russell	US-80/SR-22/ JR Allen Pkwy WBL1	US-80	AL	Chattahoochee River	1,487	AL	AL	0	215-9001-0	13589
3	6	Muscogee	Russell	US-80/SR-22/ JR Allen Pkwy EBL	US-80	AL	Chattahoochee River	1,487	AL	AL	0	215-9002-0	13590
3	6	Stewart	Russell	SR-39	SR-208	AL	Chattahoochee River	1,500	AL	AL	0	259-9001-0	14286

MS/AL State Line Inventory Responsibility

AL District	AL County	MS Route No.	AL Route No.	Owner	Feature Intersected	Length	Maint.	Inventory	% Shared	MS Structure ID	AL Structure ID
9	Mobile	US-98	US-98	AL	Escatawpa River	1,326	AL	AL	0	210009802022070A	13951
9	Mobile	US-98	US-98	AL	Escatawpa River		AL	AL	0	210009802022070B	18118

FL/AL State Line Inventory Responsibility

AL District	AL County	FL Route No.	AL Route No.	Owner	Feature Intersected	Length	Maint.	Inventory	% Shared	FL Structure ID	AL Structure ID
9	Baldwin	FL-30	US-98/AL-42	Shared	Perdido Bay	1,890	Shared	Shared	50	480140	12386
9	Baldwin	CR-184	CR-112	FL	Perdido River	880	FL	FL	0	480110	7488
9	Baldwin	FL-110	US-90/AL-16	FL	Perdido River	741	FL	FL	0	480218	21475
9	Baldwin	I-10 EBL	I-10 EBL	FL	Perdido River	1,170	FL	FL	0	480081	21476
9	Baldwin	I-10 WBL	I-10 EBL	FL	Perdido River	1,170	FL	FL	0	480077	21477
9	Baldwin	Barineau Park Rd	Barineau Park Rd	FL	Perdido River	160	FL	FL	0	484216	21478
9	Baldwin	Rockaway Creek Rd	Rocky Creek Rd	FL	Rocky Creek	47	FL	FL	0	484014	21479

Construction & Maintenance Activities

Construction and Maintenance Activities by Region For Fiscal Year 2024 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	0.0	152.0	41.7	0.0	0.0	2
	OTHER	0.0	0.0	0.0	41.8	2.3	0.0	0.0	1
	TOTAL	0.0	0.0	0.0	193.7	44.0	0.0	0.0	3
EAST CENTRAL	STATE	0.0	2.8	0.0	82.5	29.6	0.0	0.0	9
	OTHER	0.0	0.0	0.0	5.9	0.0	0.0	2.0	3
	TOTAL	0.0	2.8	0.0	88.4	29.6	0.0	2.0	12
NORTH	STATE	0.0	0.0	0.0	139.4	7.4	10.7	4.2	6
	OTHER	0.0	0.0	0.1	15.4	1.2	0.0	0.0	3
	TOTAL	0.0	0.0	0.1	154.8	8.6	10.7	4.2	9
WEST CENTRAL	STATE	0.0	8.1	0.0	129.4	27.8	10.2	0.0	28
	OTHER	0.0	0.0	1.0	15.3	2.9	0.0	1.2	0
	TOTAL	0.0	8.1	1.0	144.7	30.7	10.2	1.2	28
SOUTHWEST	STATE	0.0	0.0	5.5	89.3	3.6	3.5	1.9	4
	OTHER	0.0	0.0	0.9	1.5	2.6	0.0	0.0	0
	TOTAL	0.0	0.0	6.3	90.8	6.2	3.5	1.9	4
TOTAL	STATE	0.0	10.9	5.5	592.4	110.0	24.3	6.0	49.0
	OTHER	0.0	0.0	2.0	79.9	9.0	0.0	3.2	7.0
	TOTAL	0.0	10.9	7.4	672.3	119.0	24.3	9.2	56.0

*State system includes all State and Interstate Highways.

*Other system includes all County & Local Highways.

Awarded Contracts

Awarded Contracts Fiscal Year 2024

\$418,282,139.37

Interstate and National Highway System

\$351,574,743.74

Other Federal Aid

\$1,321,269.00

State Maintenance

\$51,227,014.53

State Funds

\$64,777,596.65

APD

\$887,182,763.29

TOTAL AMOUNT AWARDED

Awarded Contracts 2011-2024

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
2024	201	887

*in millions of dollars

Materials & Tests Activities

MATERIALS DIVISION

PAVEMENT DESIGN SECTION

Pavement Structural Designs Approved	264
Pavement Structural Design Addendums Approved	160

CERTIFICATION SECTION

Miles of Independent Assurance Sampling & Testing	766.4
Concrete Structures Projects	8
Safety Improvement & Guardrail Projects	36
Total Projects IAS&T Certified Completed	155
COM Letters	217

NUCLEAR GAGE LABORATORY

Repaired Nuclear Gages	30
Disposed Nuclear Gages	13
Calibrated/Recalibrated Nuclear Gages	109
Leak-tested Nuclear Gages	435

GEOTECHNICAL DIVISION

GEOTECHNICAL IN-HOUSE DESIGN

Bridge and Culvert Reports	6
Slide Correction & Back Slope Reports	1
Limited Soil Survey & Materials Reports	2
Slope Study Reports	2
Sign, Signal Pole & High-mast Lighting Reports	16
Retaining Wall Reports	1
Special Projects (i.e. Sinkholes & Rockfalls)	0
Building Foundation	0
Geo-hydrological Reports	5

GEOTECHNICAL CONSTRUCTION

Wave Equation Analysis	85
Dynamic Testing/Restrikes for Construction	31
Static Load Tests	5
Drive to Refusal Analysis	10
Hammer Approvals	23
Construction Submittal Reviews	19

GEOTECHNICAL CONSULTANT DESIGN

Bridge and Culvert Reports	9
Slope Study Reports	5
Slide Correction & Back Slope Reports	1

Soil Survey Reports	7
Sign, Signal Pole & High-mast Lighting Reports	1
Retaining Wall Reports	1
Special Projects	1
Reports Reviewed for Concurrence	4
FOUNDATION INVESTIGATION-DRILLING	
Bridge and Culvert Projects	26
Slide Correction & Back Slope Projects	13
Soil Survey Projects	14
Sign, Signal Pole & High-mast Lighting Projects	8
Retaining Wall Projects	5
Special Projects (Sinkhole studies & Hazardous Materials Sites & Asphalt)	4
Total Footage Drilled for Projects (feet)	19,834

ENVIRONMENTAL SERVICES DIVISION

HAZARDOUS MATERIALS

Clearance for Projects	143
Investigations at Underground Storage Tank or Hazardous Materials Sites	4
Site Remediation Projects (UST Closure, Corrective Action, etc.)	9

ENVIRONMENTAL COMPLIANCE

Environmental Audits	51
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PAVEMENT MANAGEMENT DIVISION

Centerline Miles of Pavement Friction Testing	6,255
Centerline Miles of Pavement Condition Assessment	7,930
Pavement Condition Assessment/ Non-State Route HPMS Samples	1,950
Falling Weight Deflectometer Testing-Projects	140

TESTING DIVISION

Aggregate/Soils Lab Test Reports	1,204
Cement Lab Test Reports	415
Hot Mix Asphalt Lab Test Reports	313
Physical Lab Test Reports	2,281
Liquid Asphalt Lab Test Reports	416
Chemical Lab Test Reports	1,348

Separations & Appointments

Separations & Appointments 16-Year Comparison

SEPARATIONS	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Resignations	118	137	142	148	153	152	170	167	205	238	231	253	295	374	360	340	3483
Dismissals	35	18	33	32	29	31	33	26	20	28	17	56	44	59	76	56	593
Layoffs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Leave Without Pay	79	113	38	33	38	23	37	25	28	33	32	32	29	24	47	46	657
Suspension	54	64	45	54	52	28	35	39	46	43	45	46	37	36	28	38	690
Death	11	15	14	12	10	6	9	12	11	13	6	13	19	6	17	14	188
Retirement	94	127	130	187	141	157	156	163	129	141	135	153	147	173	140	141	2314
TOTAL	391	474	402	466	423	397	440	432	439	496	466	553	571	672	668	635	7925
APPOINTMENTS	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	TOTAL
Regular	550	520	459	186	236	360	369	329	397	440	445	371	342	466	562	555	6587
Form 8 Provisional	45	64	10	0	2	2	1	1	1	0	33	51	36	45	47	37	375
Temporary	25	36	13	6	1	7	8	2	2	1	7	2	4	1	1	0	116
TOTAL	620	620	482	192	239	369	378	332	400	441	464	423	382	512	610	592	7056

Fiscal Year 2024 Separations & Appointments by Category

SEPARATIONS	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total
Resignations	39	20	18	15	28	30	27	32	37	27	41	26	340
Dismissals	6	1	2	3	5	6	2	2	4	10	11	4	56
Layoffs	0	0	0	0	0	0	0	0	0	0	0	0	0
Leave without Pay	1	0	7	0	2	3	3	5	3	5	16	1	46
Suspension	2	0	0	3	5	2	1	4	4	3	5	9	38
Death	1	2	0	2	0	1	2	2	0	3	1	0	14
Retirement	5	1	45	11	11	13	10	8	8	9	13	7	141
TOTAL	54	24	72	34	51	55	45	53	56	57	87	47	635
APPOINTMENTS	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total
Regular	59	36	28	48	45	47	58	49	51	50	58	26	555
Provisional	0	0	0	0	0	0	0	0	0	0	0	0	0
Temporary	0	0	0	0	0	0	0	0	0	0	0	0	0
Form 8	0	0	0	0	0	1	0	10	14	7	5	0	37
TOTAL	59	36	28	48	45	48	58	59	65	57	63	26	592

Personnel & Payroll 2023-2024 Comparison

Semi-weekly Pay Period	2023 FY		2024 FY	
	Employees	Payroll	Employees	Payroll
October 1-15	4200	\$9,627,205.46	4247	\$10,200,181.57
October 16-31	4209	\$9,597,545.44	4253	\$10,212,770.85
November 1-15	4233	\$11,898,768.95	4259	\$12,543,229.73
November 16-30	4223	\$9,564,196.42	4243	\$10,136,490.88
December 1-15	4247	\$9,655,444.27	4248	\$10,285,555.71
December 16-31	4232	\$9,620,564.77	4237	\$10,089,110.59
January 1-15	4242	\$10,012,349.64	4253	\$10,925,311.87
January 16-31	4209	\$9,606,026.19	4349	\$7,328,515.52
February 1-15	4243	\$10,129,475.37	4246	\$10,589,098.72
February 16-28	4210	\$9,585,946.73	4238	\$10,174,577.93
March 1-15	4215	\$9,866,134.90	4249	\$10,548,666.61
March 16-31	4212	\$9,818,954.98	4244	\$10,298,180.96
April 1-15	4230	\$10,106,040.62	4264	\$10,562,765.87
April 16-30	4218	\$9,698,873.15	4245	\$10,267,014.36
May 1-15	4236	\$9,895,787.97	4266	\$10,618,056.46
May 16-31	4246	\$9,845,938.94	4270	\$10,427,205.16
June 1-15	4253	\$10,059,383.31	4288	\$10,545,167.98
June 16-30	4262	\$9,898,877.80	4291	\$10,473,280.39
July 1-15	4279	\$9,880,968.20	4297	\$10,605,307.30
July 16-31	4286	\$9,915,764.18	4298	\$10,561,703.98
August 1-15	4276	\$10,051,055.00	4311	\$10,858,116.57
August 16-31	4267	\$9,941,469.49	4288	\$10,574,028.09
September 1-15	4268	\$10,232,364.36	4269	\$10,740,993.13
September 16-30	4236	\$10,108,231.84	4258	\$10,651,715.46
TOTAL PAYROLL		\$238,617,367.98		\$250,217,045.69
SEMI-WEEKLY AVERAGE	4239	\$9,942,390.33	4267	\$10,425,710.24

Right of Way Bureau Activities 2024

ROW OPERATIONS

APPRAISAL

Appraiser Fees	489,710
Staff Appraiser Costs	138,708

TOTAL APPRAISAL COSTS **\$628,418**

ACQUISITIONS

662 Parcels Acquired throughout FY 2024

Attorney Fees	736,555
Court Filing Costs	152,330
Right-of-Way Acquisition Costs	99,283,971

TOTAL ACQUISITION COSTS **\$100,172,856**

RELOCATION

Relocation of individuals, families, businesses, farms, and non-profit organizations	8,627,724
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TOTAL RELOCATION COSTS **\$8,627,724**

PROPERTY MANAGEMENT

Rental Receipts from Acquired Property	\$261,464
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TOTAL REVENUE (CREDITED BACK TO PROJECTS) **\$261,464**

Land Leases	205,612
Oil and Gas Leases	3,081
Sale of Uneconomic Remnants, Right-of-Way, and Access Rights	102,693
Sale of Structures	600

TOTAL REVENUE (CREDITED TO US CODE TITLE 23 FUNDING) **\$311,986**

UTILITIES

UTILITY RELOCATIONS

101 Executed SAHD #1 Non-Reimbursable Agreements	0
44 Executed SAHD #2 Reimbursable Agreements	22,764,720
5 Executed SAHD #3 Reimbursable Agreements	1,468,287
1 Executed SAHD #4 Non-Reimbursable Agreements	\$3,000
3 Executed SAHD #8 Reimbursable Agreements	\$446,739

TOTAL UTILITY RELOCATION COSTS **\$24,682,746**

Product Evaluation Section Reporting Numbers for Fiscal Year 2024 under the direction of the ALDOT Product Evaluation Board

100

Products Submitted for Evaluation

39

Products Currently Under Evaluation

70

Products Approved

13

Products Disapproved for Approval Consideration

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

10

80/20 Type Projects Approved for Funding

7

Transportation Pooled Fund Studies Participating In

70

Ongoing Research (Active) Projects

4

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 \$277,826,774 for Fiscal Year 2024.

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

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

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

Pursuant to Act No. 2023-382, the FY 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 of up to 40 years subject to the life of the project being financed and are only responsible for the repayment of their individual loans.

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

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

Board of Directors

Transportation Director John Cooper, Chairman

State Treasurer Young Boozer, Vice Chairman

Finance Director Bill Poole, Secretary

Chief of Staff Liz Filmore

Representative Randall Shedd

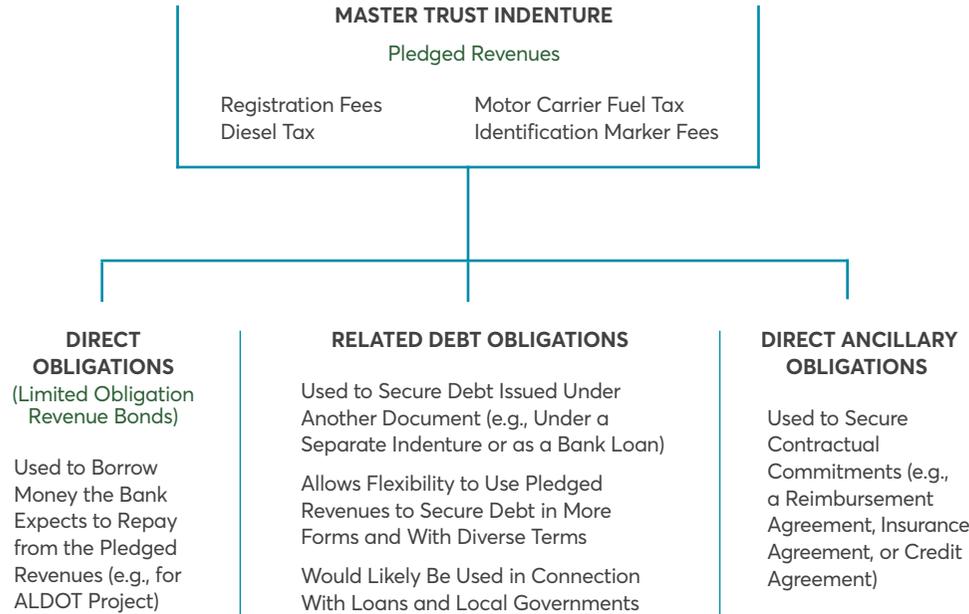
Deputy Chief of Staff Brooks McClendon

Senator Arthur Orr

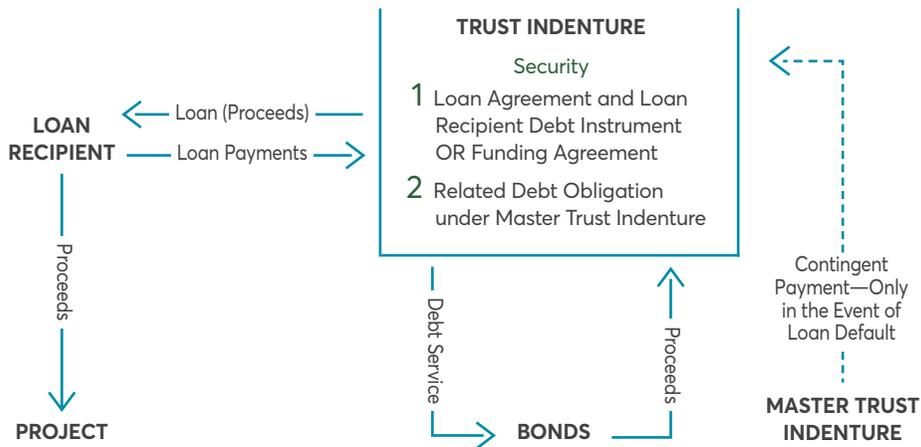
Alabama Department of Transportation

Jeff Hornsby, Chief Financial Officer

Program Structure



Local Loan Structure



2024 Borrowers

\$1,050,000

Town of Butler Project

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

On December 18, 2024, the Board of Directors of the Alabama Transportation Infrastructure Bank approved \$1,050,000 to fund a loan to the Town of Butler for local road projects. Regions Equipment Finance Corporation is the lender, and Butler received a fixed rate of 4.84% for 10 years.

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

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

State Oversight Framework

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

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

ALDOT staff and other outside professionals thoroughly evaluate loan applications.

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

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

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

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

Trustee for ATIB bonds is Regions Bank.

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

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

Highway System Descriptions

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

State Highway System Description

21. (US-80 part, US-31 part, US-82 part, US-231 part) from the Florida Line south of Atmore via Atmore, Monroeville, Riley, Oak Hill, Furman, Hayneville, Montgomery, Wetumpka, Rockford, Sylacauga, Talladega, and Anniston to end at the junction with Alabama 74 (US-278) in Piedmont
22. (US-80 part, US-31 part, US-280 part) from a junction with Alabama 5 in Safford via Selma, Maplesville, Clanton, Cooper, Rockford, Alexander City, and Roanoke to end at the Georgia Line northeast of Rock Mills
23. From a junction with Alabama 7 (US-11) north of Springville via St Clair Springs to end at the junction with Alabama 25 (US-231, US-411) in Ashville
24. From the Mississippi Line in Red Bay via Russellville and Moulton to end at the junction with Alabama 67 in Decatur
25. (US-82 part, US-231 part, US-411 part) from a junction with Alabama 5 at Sunny South via Thomaston, Faunsdale, Greensboro, Centreville, Calera, Harpersville, Vincent, Leeds, Odenville, Ashville, Gadsden, and Centre to end at the Georgia Line east of Forney
26. From a junction with Alabama 51 in Hurtsboro via Hatchechubbee to end at the Junction with Alabama 1 (US-431) in Seale
27. (US-231 part) from the Florida Line southwest of Geneva via Geneva, Enterprise, and Ozark to end at the junction with Alabama 10 in Abbeville
28. (US-11 part, US-80 part, US-43 part) from a junction with Alabama 17 north of Boyd via Livingston, Jefferson, Linden, Catherine, and Camden to end at the junction with Alabama 21 west of Furman
29. US-Route Number—not used
30. From a junction with Alabama 51 in Clayton easterly to end at the junction with Alabama 1 (US-431) in Eufaula
31. US Route Number—not used
32. From the Mississippi Line west of Cochrane easterly to end at the junction with Alabama 17 south of Cochrane
33. From a junction with Alabama 74 (US-278) in Double Springs northeasterly via Wren and Moulton to end at the junction with Alabama 20 (US-72 Alt) east of Courtland
34. From a junction with Alabama 53 (US-231) at Cropwell southeasterly to end at the junction with Alabama 77 north of Talladega
35. (US-11 part) from a junction with Alabama 9 northeast of Cedar Bluff via Gaylesville, Fort Payne, Rainsville, and Scottsboro to end at the junction with Alabama 2 (US-72) west of Woodville
36. From a junction with Alabama 33 in Wren via Danville and Hartselle to end at the junction with Alabama 53 (US-231) at Lacey's Spring
37. From a junction with Alabama 12 and 134 (US-84) in Daleville northerly to end at the Tank Hill Gate of Fort Rucker Reservation
38. (US-280, US-231 part, I-85 part, US-431 part, US-80 part) from a junction with Alabama 3 (US-31) in Birmingham southeasterly via Sylacauga, Alexander City, Dadeville, and Opelika to end at the Georgia Line in Phenix City
39. From a junction with Alabama 7 (US-11) north of Livingston via Gainesville to end at the junction with Alabama 14 in Clinton
40. From a junction of Alabama 35 south of the Tennessee River Bridge near Scottsboro easterly north of Dutton via Dean's Chapel and Henagar to end at the junction with Alabama 117 near Hammondville
41. (US-29 part, US-84 part) from the Florida Line in Dixonville via Brewton, Repton, Monroeville, and Camden to end at the junction with Alabama 14 in Selma
42. (US-98, US-90 part) from the Mississippi Line west of Wilmer via Wilmer, Mobile, Spanish Fort, Fairhope, Barnwell, and Foley to end at the Florida Line near Lillian
43. US Route Number—not used
44. From a junction with Alabama 118 (US-78) in Guin via Twin to end at the junction with Alabama 129 near Brilliant
45. US Route Number—not used
46. From a junction with Alabama 4 (US-78) in Heflin via Bells Mill and Trickem to end at the Georgia Line east of Trickem
47. From a junction with Alabama 12 (US-84) at Mexia via Monroeville, Beatrice, and Midway to end at the junction with Alabama 10 in Awim
48. From a junction with Alabama 9 in Lineville via Wedowee and Woodland to end at the Georgia Line east of Graham
49. (US-280 part) from the beginning of the South ramps of Neil's Chapel Interchange at Interstate 85 northerly via Franklin, Reeltown, Dadeville, Newsite, Mellow Valley, and Lineville to end at the junction with Alabama 281 east of Cheaha State Park
50. (US-280 part) from a junction with Alabama 229 at Red Hill via Union, Walnut Hill, Thornton, Camp Hill, and Lafayette to end at the junction with Alabama 15 (US-29) in Lanett
51. US-82 part) from a junction with Alabama 12 (US-84) west of Enterprise via Clintonville, Rocky Head, Arifton, 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 Meltonville westerly to end at the north entrance to an industrial facility
63. From a junction with Alabama 14 at Claud via Eclectic, Alexander City, and Hackneyville to end at the junction with Alabama 9 south of Millerville
64. From a junction with Alabama 13 (US-43) south of Green Hill via Lexington to end at the junction with Alabama 207 north of Anderson
65. From a junction with Alabama 2 (US-72) north of Paint Rock via Garth, Trenton, Hollytree, Princeton, Swaim, and Larkin to end at the Tennessee Line north of Francisco
66. From a junction with Alabama 28 at Consul easterly to end at the junction with Alabama 5 southwest of Safford
67. (US-72 Alt part) from a junction with Alabama 53 (US-231) south of Summit via Hulaco, Somerville, and Decatur to end at the State Docks Property north of Alabama 20 (US-72 Alt) in Decatur
68. (US-11 part, US-411 part) from a junction with Alabama 75 north of Albertville via Crossville, Collinsville, Leesburg, Centre, Cedar Bluff, and Gaylesville to end at the Georgia Line east of Gaylesville
69. (US-43 part, I-359 part, US-80 part, Alternate US-78 part, I-65 part, US-31 part, US-278 part) from a junction with Alabama 177 in Jackson via 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

State Highway System Description

84. US Route Number—not used
85. From a junction with Alabama 27 in northeast Geneva northeasterly via Bellwood and Clayhatchee to end at the south boundary of the Fort Rucker Reservation in Daleville
86. From the Mississippi Line west of Pickensville easterly via Pickensville and Carrollton to end at the junction with Alabama 6 (US-82) southeast of Gordo
87. (US-84 part) from the Florida Line south of Samson northerly via Samson, Elba, and Spring Hill to end at the junction with Alabama 53 (US-231) in Troy
88. From a junction with Alabama 12 (US-84) in northwest Enterprise southeasterly to a junction with Alabama 192 and Alabama 167 in southeast Enterprise
89. From a junction with Alabama 21 near Snow Hill northerly via Carlowville to end at the junction with Alabama 41 north of Richmond
90. US Route Number—not used
91. From a junction with Alabama 69 at Wilburn via Arkadelphia and Hanceville to end at the junction with Alabama 74 (US-278) in Holly Pond
92. From a junction with Alabama 167 southeast of Enterprise easterly via Clayhatchee to end at the junction with Alabama 12 (US-84) north of Wicksburg
93. From a junction with Alabama 53 (US-231) near the south city limits of Brundidge northerly via Brundidge to end at the junction with Alabama 15 (US-29) in Banks
94. From a junction with Alabama 9 (US-331) in Ada southeasterly via Ramer and Dublin to end at the junction with Alabama 53 (US-231) in Orion
95. From the junction with Alabama 52 northerly via Columbia, Haleburg and Abbeville to end at the junction with Alabama 1 (US-431) south of Terese
96. From the Mississippi Line west of Millport via Millport and Kennedy to end at the junction with Alabama 18 in Fayette
97. (US-31 part) from a junction with Alabama 9 (US-331) north of Highland Home via Davenport and Hayneville to end at the junction with Alabama 8 (US-80) in Lowndesboro
98. US Route Number—not used
99. From a junction with Alabama 3 (US-31) in Athens northwesterly via Goodsprings to end at the junction with Alabama 207 north of Anderson
100. From a junction with Alabama 15 in Andalusia northeasterly to end at a junction with Alabama 12 (US-84) near the northeast city limits of Andalusia
101. From a junction at Lawrence County Road 460 west of Moulton northerly via Hatton, Town Creek, Elgin, and Lexington to end at the Tennessee Line north of Lexington
102. From a junction with Alabama 171 (US-43) north of Fayette easterly via Studdards Crossroads to end at the junction with Alabama 124 in Townley
103. From the Florida Line south of Fadette northerly and northwesterly via Fadette and Slocomb to end at the junction with Alabama 123 in Wicksburg
104. From a junction with Alabama 42 (US-98) in Fairhope easterly via Silverhill to end at the junction with Alabama 59 in Robertsdale
105. From a junction with Alabama 27 in Ozark northeasterly via Skipperville and Clopton to end at the junction with Alabama 10 north of Clopton
106. From the Conecuh-Butler County line east of Midway easterly via Georgiana to end at the junction with Alabama 15 (US-29) south of Brantley
107. From a junction with Alabama 18 west of Fayette via Bluff to end at the junction with Alabama 118 (US-278) in Guin
108. Proposed route from the junction of Alabama 8 & 21 (US-80) on the west side of Montgomery westerly to end at the junction of Interstate 85 east of Montgomery (known as the "Montgomery Outer Loop")
109. From the Florida Line southwest of Madrid northerly to end at the junction with Alabama 1 (US-231) north of Madrid
110. From a junction of Alabama 126 east of Montgomery southeasterly via Cecil and Fitzpatrick to end at the junction with Alabama 6 (US-82) west of Union Springs
111. From a junction with Alabama 14 in Wetumpka via Holtville to end at the junction with Alabama 143 north of Deatsville
112. Number not used—Route eliminated 05/25/04
113. (US-29 part, US-31 part) from the Florida Line in Flomaton northerly via Flomaton and Pineview to end at the junction with Interstate 65 near Barnett Crossroads
114. From a junction with Alabama 10 south of Lavaca northeasterly via Lavaca, Pennington, and Naheola, thence easterly via Myrtlewood to end at the junction with Alabama 69 southeast of Myrtlewood
115. From a junction with Alabama 9 south of Kellyton northerly to end at the junction with Alabama 38 (US-280) in Kellyton
116. From a junction with Alabama 17 south of Geiger easterly to end at the junction with Alabama 39 in Gainesville
117. From the Georgia Line south of Mentone northwesterly via Mentone, Valley Head, Ider, Flat Rock, Stevenson, and Bass to end at the Tennessee Line north of Bass
118. (US-278 part, Alternate US-78 part) from the Mississippi Line west of Sulligent via Sulligent, Guin, Winfield, and Carbon Hill to end at the junction with Alabama 69 in Jasper
119. (US-31 part) from a junction with Alabama 25 in Montevallo northerly via Alabaster, Pelham, and Oak Mountain State Park to end at the junction with Alabama 4 (US-78) in Leeds
120. From a junction with Alabama 49 in Reeltown southeasterly to end at the junction with Alabama 14 in Liberty City
121. Number not used
122. From a junction with Alabama 12 (US-84) in New Brockton northeasterly to end at the junction with Alabama 51 in Clintonville
123. From a junction with Alabama 167 south of Hartford northerly via Hartford, Newton, Ozark, and Ariton to end at the junction with Alabama 53 (US-231) west of Ariton
124. From a junction with Alabama 118 (US-78) east of Pochontas southeasterly via Townley to end at the junction with Alabama 69 at McCollum
125. From a junction with Alabama 203 in Elba northeasterly via Arcus, Victoria, and Tarentum to end at the junction with Alabama 53 (US-231) south of Brundidge
126. (US-80 part) from a junction with Alabama 126 at Technacenter Drive east of Montgomery easterly parallel with Interstate 85 to end at a junction with Alabama 8 (US-80) at Waugh, thence westerly parallel with Interstate 85 to end at a point north of the beginning point of Alabama 126.
127. From a junction with Alabama 99 in Athens northerly via Elkmont to end at the Tennessee Line north of Elkmont
128. From a junction with Alabama 63 south of Alexander City easterly to end at Wind Creek State Park
129. (Alternate US-78 part) from a junction with Alabama 171 (US-43) north of Fayette, northerly via Hubbertsville, Glen Allen, Brilliant, and Halesy to end at the junction with Alabama 13 south of 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

State Highway System Description

147. From a junction with Interstate 85 and Alabama 15 (US-29) in the southwest portion of Auburn northerly along Shug Jordan Parkway and North College Street through Auburn. Thence northerly via the Bottle and Gold Hill to end at the junction with Alabama 1 (US-431) north of Gold Hill
148. From a junction with Alabama 21 in Sylacauga easterly to end at the junction with Alabama 9 in Millerville
149. From a junction with Alabama 38 (US-280) westerly along Shades Creek Parkway and Lakeshore Drive, to end at Homewood—Birmingham city limits approximately 300 feet west of junction of Wildwood Circle.
150. From a junction with Alabama 5 and Alabama 7 (US-11) in Bessemer easterly to end at the junction with Alabama 3 (US-31) in Hoover
151. From a junction with Alabama 79 north of Pinson northeasterly to end at the junction with Alabama 75 north of Pinson
152. From a junction with Interstate 65 north of Montgomery easterly along Alabama 152 to end at the junction with Alabama 9, Alabama 21, and Alabama 53 (US-231) at Madison Park
153. From the Florida Line south of Samson northerly to end at the junction with Alabama 52 west of Samson
154. From a junction with Alabama 69 north of Coffeetown easterly via McEntyre and Chilton to end at the junction with Alabama 13 (US-43) in Thomasville
155. From a junction with Alabama 3 (US-31) north of Jemison northwesterly via Wessington to end at the junction with Alabama 119 in Montevallo
156. From a junction with Alabama 17 at Jachin easterly via Robjohn to end at the junction with Alabama 114 south of Pennington
157. (US-72 Alt part, US-72 part, US-43 part) from a junction with Alabama 74 (US-278) east of Cullman northwesterly via Cullman, Moulton, Muscle Shoals, Florence, and Cloverdale to end at the Tennessee Line
158. (US-98 part) from the Mississippi Line west of Prichard easterly to end at the junction with Alabama 13 (US-43) in Saraland
159. From a junction with Alabama 6 (US-82) in Gordo, northerly via Lubbock to end at the junction with Alabama 171 in Fayette
160. From a junction with Alabama 3 (US-31) southwest of Hayden via Hayden and Nectar to end at the junction with Alabama 53 (US-231) in Cleveland
161. From a junction with Alabama 182 in Orange Beach northerly via 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 Wylaanee northerly via Twinsprings, Jernigan, Loflin, and Fort Mitchell to end at the junction with Alabama 1 (US-431) in Phenix City
166. From a junction with Alabama 141 at Danleys Crossroads easterly to end at the junction with Alabama 12 (US-84) in Elba
167. (US-84 part) from the Florida Line southeast of Hartford northwesterly via Hartford, Highbluff, Enterprise, and Folsom Bridge to end at the junction with Alabama 87 south of Spring Hill
168. From a junction with Alabama 75 in Douglas easterly via Boaz and Kilpatrick to end at the junction with Alabama 68 west of Crossville
169. (US-80 part) from a junction with Alabama 1 (US-431) northeast of Seale northerly via Crawford to end at the junction with Alabama 51 in Opelika
170. From a junction with Alabama 9, Alabama 21, and Alabama 53 (US-231) in Wetumpka northeasterly to end at the junction with Alabama 63 in Eclectic
171. (US-43 part, Alternate US-78 part, US-278 part, Alternate US-78 part) from a junction with Alabama 13 (US-43) north of Northport northwesterly via Newtonville, Fayette, Winfield, and Guin to end at the junction with Alabama 17 (US-43) in Hamilton
172. From a junction with Alabama 19 at Vina easterly via Hodges and Hackleburg to end at the junction with Alabama 13 in Bear Creek
173. From a junction with Alabama 1 (US-431) in Headland via Neville 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

State Highway System Description

213. From a junction with Alabama 17 (US-45) northwest of Eight Mile Creek in Prichard northeasterly to a junction with Alabama 13 (US-43) in Saraland
214. Number not used
215. From a junction with Alabama 6 (US-82) in Tuscaloosa northerly along Greensboro Avenue to 15th Street, thence easterly along 15th Street and Veterans Memorial Parkway to end at the junction with Alabama 7 (US-11).
216. From a junction with Alabama 215 (University Boulevard) northeasterly via Brookwood to end at the junction with Interstate 59 near Bucksville
217. From a junction with Alabama 17 (US-45) northwest of Eight Mile Creek in Prichard northwesterly via Georgetown to end at the junction with Prine Road southwest of Citronelle
218. Number not used
219. (US-82 part) from a junction with Alabama 22 southwest of Selma northerly via Harper Chapel, Perryville, and Centerville to end at the junction with Alabama 5 north of Centreville
220. Number not used
221. From a junction with Alabama 41 southwest of Camden northerly to end at the junction with Alabama 28 northwest of Camden
222. Number not used
223. From a junction with Alabama 15 (US-29) northwest of Banks northeasterly via Saco to end at the junction with Alabama 6 (US-82) in Union Springs
224. Number not used
225. From a junction with Alabama 3 (US-31) near Spanish Fort northerly to end at the junction with Alabama 59 at Stockton
226. Number not used
227. From a point on the DeKalb-Etowah County line northerly via Crossville and Geraldine to end at the junction with Alabama 1 and Alabama 79 (US-431) in Guntersville
228. Number not used
229. From a junction with Interstate 85 South of Milstead northerly via Tuckabatchie, Tallassee, Burlington, Kent, and Red Hill to end at the junction with Alabama 63 south of Martin Lake
230. Number not used
231. US Route Number—not used
232. Number not used
233. From a junction with Alabama 129 in Glen Allen northerly to end at the junction with Alabama 74 (US-278) west of Natural Bridge
234. Number not used
235. From a junction with Alabama 38 (US-280) in Childersburg northerly along Plant Road to end at the junction with a paved county crossroads south of the CSX Railroad crossing at Grasmere
236. Number not used
237. From a junction with Alabama 172 west of Bear Creek northeasterly via Shady Grove to end at the junction with Alabama 13 in Phil Campbell
238. Number not used
239. From a junction with Alabama 30 in Clayton northeasterly along the western bypass and Louisville Street northwesterly along Midway Street via Smuteye to end at the junction with Alabama 15 (US-29) south of Union Springs
240. Number not used
241. From a junction with Alabama 74 (US-278) at White House northerly via Lumbull to end at the junction with Alabama 237 southwest of Phil Campbell
242. Number not used
243. From a junction with Alabama 195 near Rabbit Town via Pebble to end at the junction with Alabama 24 in Russellville
244. Number not used
245. From a junction with Alabama 10 in Greenville northwesterly to end at the junction with Alabama 185 in Greenville
246. Number not used
247. From a junction with Alabama 24 east of Red Bay northeasterly via White Oak to end at the junction with Alabama 2 (US-72) west of Tusculumbia near Pride
248. From a junction with Alabama 27 in Enterprise easterly to end at the west gate of Fort Rucker Reservation
249. From the north boundary of Fort Rucker Reservation northeasterly to end at the junction with Alabama 27 in Ozark
250. Number not used
251. From a junction with Alabama 3 (US-31) in Athens northerly to end at the junction with Alabama 53 in Ardmore
252. Number not used
253. From a junction with Alabama 118 and Alabama 171 (US-78 and US-43) in Winfield northerly via Twin, Pearces Mills, and Brinn to end at the junction with Alabama 172 in Hackleburg
254. Number not used
255. From Redstone Arsenal Gate 9, approximately 0.40 mile south of Interstate 565 northerly to end one mile east of Pulaski Pike in Huntsville
256. Number not used
257. From a junction with Alabama 195 at Five Points north of Jasper northerly via Curry to end at milepost 10 northeast of Lewis Smith Lake in Winston County
258. Number not used
259. From a junction with Alabama 9 in Equality northeasterly to end at the junction with Alabama 22 in Alexander City
260. Number not used
261. From a junction with Shelby County Road 17 in Helena northeasterly to end at the junction with Alabama 3 (US-31) south of the Jefferson county line
262. Number not used
263. From a junction with Alabama 185 northwest of Greenville northwesterly to end at the junction with Alabama 21 near Braggs
264. Number not used
265. From a junction with Alabama 21 and Alabama 47 in Beatrice northerly via Chestnut and Fatama to end at the junction with Alabama 28 and Alabama 41 in Camden
266. Number not used
267. Number not used—Route eliminated 10/22/15
268. Number not used
269. From a junction with Avenue "V" and 20th Street in Ensley along 20th Street to Avenue "B" thence north across the Ensley viaduct via Mulga, Birmingham, Powhatan, Copeland Ferry Bridge, and Parrish to end at the junction with Alabama 69 in Jasper
270. Number not used
271. From a junction with Alabama 6 and Alabama 53 (US-82 and US-231) in southeast Montgomery northeasterly to end at a point approximately 0.50 mile north of Interstate 85 in Montgomery at AUM
272. Number not used
273. From a junction with Alabama 68 near Leesburg northeasterly to end at the junction with Alabama 35 near Blanche
274. Number not used
275. Number not used—Route eliminated 11/1/2019
276. Number not used
277. From the junction of Alabama 2 (US-72) near Stevenson northeasterly to end at the junction of Alabama 2 (US-72) near Bridgeport in Jackson County
278. US Route Number—not used
279. From a junction with Alabama 79 south of Scottsboro northeasterly to end at the junction with Alabama 2 (US-72) in Hollywood
280. US Route Number—not used
281. From a junction with Forest Development Road 600 (FH route 22) at Campbell Springs Road in the Talladega National Forest northeasterly via Cheaha State Park and Five Points to end at the junction with Alabama 4 (US-78) west of Heflin
282. Number not used
283. (US-411 part) from a junction with Alabama 25 in Centre northeast along Cedar Bluff Road to a junction with Alabama 68 (Centre By-pass), thence southeasterly along Centre By-pass to end at the junction with Alabama 25 southeast of Centre
284. Number not used
285. From Lakepoint Resort State Park northerly to end at the junction with Alabama 165 in Eufaula
286. Number not used
287. From a junction with Alabama 3 (US-31) at Courthouse Square in Bay Minette, north along Hand Avenue to a junction with Alabama 59 north of Bay Minette, thence northeasterly to end at the junction with Interstate 65.
288. Number not used
289. From a junction with Alabama 5 and Alabama 183 in Marion northerly to end at the junction with Alabama 14 in Marion
290. Number not used
291. From a junction with Alabama 759 in Gadsden northerly along portions of George Wallace Drive and Hood Avenue to end at the junction with Alabama 1 and Alabama 74 (US-431 and US-278) in Gadsden
292. Number not used
293. From the junction of Alabama 110 east of the Montgomery Outer Loop (Alabama 108) northerly to end at the junction of Alabama 126
295. From the junction of Alabama 13 (US-43) at a point near the south city limits of Grove Hill to a point at the junction of Alabama 3 (US-43) near the north city limits of Grove Hill
297. Proposed Tuscaloosa Bypass from the junction of Interstate 20 on the east side of Tuscaloosa northwesterly to end at the junction of Alabama 6 (US-82) on the west side of Tuscaloosa. The portion currently open to traffic extends from Jack Warner Parkway across the "Paul "Bear" Bryant" bridge to Rice Mine Road (CR 30) in Tuscaloosa
299. Number not used
300. From a junction with Alabama 7 (US-11) southwest of Tuscaloosa easterly to end of maintenance east of Interstate 59/20 southwest of Tuscaloosa in Tuscaloosa County

State Highway System Description

- 301. From a junction with Interstate 20 east of Oxford northerly to end at the junction with Alabama 4 (US-78) east of Oxford in Calhoun County
- 302. From a junction with Alabama 12 (US-84) west of New Brockton easterly to end at the junction with Alabama 122 in New Brockton in Coffee County
- 378. From a junction with Alabama 5 (US-78) in Birmingham easterly along Finley Boulevard to end at the junction with Alabama 3 (US-31) in Birmingham
- 382. From a junction with Alabama 219 in Centreville easterly to end at the junction with Alabama 6 east of Centreville in Bibb County
- 604. Number not used—Route eliminated 12/14/12.
- 605. From the junction of Alabama 1 (US-231) south of Madrid northerly via Madrid, Rehobeth, Taylor, Dothan and Midland City to end at the junction of Alabama 53 (US-231)
- 759. From a junction with Interstate 759 and Alabama 25 (US-411) in Gadsden easterly, thence northerly to end at the junction with Alabama 291

Interstate Highway System Description

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



ALDOT Alabama Department
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