

Ninety-Sixth Annual Report

**ALABAMA
DEPARTMENT of TRANSPORTATION**



October 1, 2006 to September 30, 2007

Ninety-Sixth Annual Report

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October 1, 2006 – September 30, 2007

Honorable Bob Riley, Governor
Joe McInnes, Transportation Director

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MONTGOMERY, ALABAMA



Bob Riley
Governor

ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard
Montgomery, Alabama 36110

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Joe McInnes
Transportation Director

January 31, 2008

Honorable Bob Riley
Governor
State of Alabama
State Capitol
600 Dexter Avenue
Montgomery, Alabama 36130

Dear Governor Riley:

In compliance with § 23 -1 - 35 of the Code of Alabama, 1975, the Alabama Department of Transportation's Annual Report is submitted herewith.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe McInnes".

Joe McInnes
Transportation Director

JM/RJJ/lr/rwf



Bob Riley
Governor

ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard
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Joe McInnes
Transportation Director

January 31, 2008

Joe McInnes
Transportation Director
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, Alabama 36110

Dear Mr. McInnes:

It is with great pleasure to report we have completed our ninety-sixth annual report of the activities of the Alabama Department of Transportation (ALDOT).

Our website, www.dot.state.al.us, is a dynamic reference of the continuing work and dedication of our employees to provide excellence in transportation service and maintain Alabama's infrastructure.

We continuously strive to improve our service to the traveling public and to fulfill the mission of ALDOT to provide a safe, efficient, and environmentally sound intermodal transportation system for all users.

Sincerely,

D.W. Vaughn
Chief Engineer/Deputy Director

DV/RJJ/lr

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OFFICE OF THE TRANSPORTATION DIRECTOR

The Chief Executive Officer of the Department of Transportation is the Transportation Director. He is appointed by the Governor and serves in the office at the pleasure of the Governor.

The Director, as Chief Executive Officer, is authorized to enter into all contracts necessary to carry on highway construction and maintenance within the State. He also has the authority to enter into agreements with other States and the Federal government when necessary. The Transportation Director appoints personnel necessary to carry out the Department's operations.

Some of the Directors more specific functions are:

- Prescribe rules and regulations governing road construction, maintenance, and the placement of utilities along public highways.
- Manage organization structure, including executives, managers, staff, policy, mission, and objectives of Department.
- Determine the best method of road building for various geographical areas of Alabama.
- Designate the roads to be constructed, repaired, and maintained.
- Issue rules concerning advertisements, markers, signs, and devices along State highways.
- Provide financial assistance to individuals or businesses displaced by certain highway projects, as specified in the Federal-Aid Highway Act.
- Collect statistics relative to mileage, character, and conditions of all State roads and prepare an annual report for the Governor. Maintain a current general highway map of Alabama.
- The Transportation Director is Chairman of the Board of Directors of the Alabama Industrial Access Road & Bridge Corporation.
- The Transportation Director is also a member of the following boards and commissions:
 1. American Association of State Highway and Transportation Officials Board of Directors
 2. Southeastern Association of State Highway and Transportation Officials Board of Directors
 3. Alabama Highway Authority
 4. Alabama Highway Finance Corporation
 5. Alabama Scenic Byways Approval Committee
 6. Coosa Valley Development Authority
 7. Federal Aid Highway Finance Authority

8. Homeland Security
9. Alabama Industrial Access Road and Bridge Authority
10. Governor's Task Force on Development of Economically Distressed Counties
11. Southern Rapid Rail Transit Commission
12. State Safety Coordinating Committee
13. Tombigbee Valley Development Authority
14. Tourism and Travel Advisory Board

OFFICE OF ASSISTANT DIRECTOR

The Assistant Transportation Director assists the Transportation Director in performing the duties of his office. The specific responsibilities of the Assistant Transportation Director are assigned by the Transportation Director. Current specific assigned responsibilities include oversight management of compliance with the Consent Decree in the *Reynolds vs. McInnes* lawsuit and supervision of the functions of the Legal Bureau, the Personnel and Compliance Bureau, and Government Relations.

OFFICE OF THE CHIEF ENGINEER/DEPUTY DIRECTOR

The position of Chief Engineer within the Alabama Department of Transportation was created by the State Legislature (ACTS 1959, No. 497; 1969, No. 506). The position is filled by appointment of the Transportation Director with approval of the Governor. The appointment is subject to approval by the State Board of Registration for Engineers and Land Surveyors.

The duties of the Chief Engineer include the administration of the technical phases of the organization and coordination of the total state transportation program. The Chief Engineer signs the title sheets of all plans let to contract by the Alabama Department of Transportation. The duties of the Chief Engineer shall be subject to and under the control and supervision of the Transportation Director.

There are four Assistant Chief Engineers who work with the Chief Engineer to more properly respond to the Transportation Director. The Chief Engineer's Office directs Departmental activities in the areas of Administration, Pre-Construction, and Operations in the Central Office and throughout the nine Division Offices.

- The specific duties of the Chief Engineer include the following:
1. Respond to the directions of the Transportation Director as necessary.

2. Coordinate with the Assistant Chief Engineers, the Bureau Chiefs, and Division Engineers in establishing and carrying out Department policy and procedures.
3. Establish priorities for expenditure of funds to ensure a balanced transportation program.
4. Coordinate with the Federal Highway Administration on engineering design policy, construction specifications, and financial matters, and direct the Department staff to ensure compliance with these criteria and financial management of the Federal program.
5. Sign the title sheets of contract plans let by the Department.
6. Meet with citizens and local public officials on issues of mutual concern.
7. Consult with representatives of private industry on matters of mutual concern.
8. Coordinate matters of mutual concern with elected and appointed officials of other States and of various national organizations.
9. Review day-to-day correspondence, including matters pertaining to budgets and other financial matters.
10. Represent the Department in activities involving other States, the American Association of State Highway & Transportation Officials (AASHTO), and the Southeastern Association of State Highway & Transportation Officials (SASHTO) as necessary.
11. Coordinate the development of the Department's Construction Program through development of the Five-Year Plan.
12. Present contracts to the Contract Review Permanent Legislative Oversight Committee and respond to member questions.
13. Coordinate the Industrial Access Program and advise the members of the Industrial Access Authority on matters of engineering eligibility.

Bureaus and Divisions report to the Chief Engineer either directly or through Assistant Chief Engineers.

BUREAU OF AERONAUTICS

The Aeronautics Bureau was established by state law within the Alabama Department of Transportation in May 2000. Prior to this date, the Aeronautics Bureau operated as the Alabama Department of Aeronautics under the authority of a seven-member commission appointed by the Governor and a director chosen by the commission and approved by the Governor.

The Alabama Aeronautics Bureau focuses on three broad programmatic areas: (1) airport system planning and development; (2) Promoting airport safety and security; and (3) inspecting and licensing airports to assure that airport facilities meet certain minimum standards of safety and design. The bureau serves the aviation community and the general public by assuring that aviation fuel taxes and other supplemental revenues are spent on projects that will preserve and improve Alabama's air transportation system. Ensuring the long-

term viability and safety of Alabama's airport system is considered essential for the state's economic growth.

Organization

The Alabama Aeronautics Bureau carries out its policies and programs with a staff of nine (9) employees. In addition to the Chief of Aeronautics, the bureau is comprised of an Aeronautics Manager who is primarily responsible for integrating the airport planning function with that of the airport inspection function. Other bureau personnel include an office manager, one airport planner, three airport inspectors, one airport engineer and one accountant. The Aeronautics Bureau operates a Beechcraft Baron aircraft to support airport inspection responsibilities and to meet with local officials throughout the state to assist with the planning and development of their airport facilities.

Since its move into the Alabama Department of Transportation, the Aeronautics Bureau has undergone a major transformation in the role it serves in the development of Alabama's system of six commercial service and 81 general aviation airports that are owned by various cities, counties and airport authorities. The law that established the Aeronautics Bureau within the Alabama Department of Transportation also authorized the Bureau to act as the "channeling" agent for the application, receipt and disbursement of federal airport improvement program funds. This "channeling" authority has enabled the Aeronautics Bureau to better coordinate and synchronize its airport improvement grant program with that of the Federal Aviation Administration. Since May of 2000, the Aeronautics Bureau has "channeled" approximately \$150 million in federal airport improvement funds to the state's general aviation airports.

Revenues and Expenditures

The Bureau of Aeronautics has two (2) separate and dedicated funds from which it operates. These revenue sources include: (1) the Airport Development Fund (ADF), and (2) the Surplus Military Fields Fund (SMFF).

Airport Development Fund: Revenues deposited into this fund are generated by the State-levied tax on the sale of aviation fuels. The excise tax imposed on aviation fuel and jet fuel are the only revenue sources provided by the State of Alabama for the Bureau of Aeronautics' airport improvement program and its operating budget.

During the 2007 fiscal year, the tax for aviation fuel was .027 cents per gallon and the jet fuel rate was .009 cent per gallon. The State collected aviation and jet fuel tax receipts of \$668,471 for the year. Compared to the previous year, fuel tax receipts for 2007 increased by approximately \$128,039.

Under Alabama law, aviation and jet fuel tax revenues are capped at \$600,000 annually. If collections for a given fiscal year fall below \$550,000, the tax rates are adjusted upward for the next fiscal year. If collections for a given fiscal year exceed \$650,000, the tax rates for the next fiscal year are adjusted downward. The Alabama Department of Revenue is responsible for making the annual tax rate adjustment.

Surplus Military Fields Fund: All amounts deposited into this fund are generated from the surplus military fields that are either previously owned by the Alabama Department of Aeronautics or currently owned by the Department of Transportation. Following World War II, the Federal government transferred ownership of a small number of primary and auxiliary airfields to the Alabama Aeronautics Department. Currently, the Department of Transportation owns and operates St. Elmo Airport located in south Mobile County. In addition, the Department continues to own two former auxiliary airfields in Lawrence County that no longer serve as airports. These two sites are leased for agricultural purposes.

At the end of fiscal year 2007, the Surplus Military Fields Fund had a principal balance of approximately 9.1 million dollars invested in various interest-yielding instruments. Interest earned in FY-2007 amounted to \$410,495. The interest generated by the Department's investment portfolio is applied to capital improvement project grants made to airports that qualify for this money. To qualify for a grant from the Surplus Military Fields Fund, the airport and its proposed project must meet certain criteria set by the Federal Aviation Administration (FAA). Because the principal and interest of this fund is derived from former Federal property, the spending of these funds must comply with strict requirements prescribed by the FAA.

Airport Improvement Grant Program

One of the two main functions of the Bureau of Aeronautics 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 81 general aviation airports and six (6) commercial service airports to plan and fund capital improvements for their facilities.

During fiscal year 2007, the Alabama Department of Transportation approved grants to 41 different airports from both the Airport Development Fund and the Surplus Military Fields Fund. Grants amounting to \$745,250 were made on airport capital improvement projects from both funds primarily for the purpose of matching federal funds for airports through the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP). Under the current federal AIP, the FAA will fund 95% of an eligible airport improvement project and the local airport owner is responsible for the remaining five percent (5%) match. In turn, the local airport owner can request a state matching grant for one-half of its matching obligation, or two and one-half percent (2.5%) of the total project cost.

During the 2007 fiscal year, the FAA issued a total of \$53.07 million in grants to airports within the state of Alabama. Of this total, \$40.66 million was split between the six commercial service airports in Birmingham, Huntsville, Mobile, Montgomery, Dothan and Muscle Shoals. The remainder, or \$12.4 million, was issued in grants to 41 of Alabama's general aviation airports. The combined federal and state funds contributed to a variety of airport improvements, including land acquisition for safety compliance, runway

extensions, runway resurfacing projects, runway or taxiway lighting projects and the construction of hangars or airport terminal buildings.

Airport Project Sponsorship Initiative

At the encouragement of the Federal Aviation Administration's Airports District Office (FAA/ADO), the Aeronautics Bureau initiated an airport project sponsorship program in 2007. Under the sponsorship program, the Aeronautics Bureau serves as the sponsor of airport improvement projects at multiple locations. Intended sponsored projects include all phases of the planning, design and construction of various airport facilities. The purpose of the sponsorship program is to achieve better efficiencies in the application and administration of airport improvement projects supported with state and federal funds. To comply with federal requirements, participation in the state sponsorship program is voluntary on the part of individual airports. In addition, the airport's request to participate in the program must be made in writing, certain forms must be completed, and agreements signed for the state to "sponsor" a project on behalf of an airport.

The sponsorship program differs from the airport improvement grant program in several fundamental ways. First, the state does not issue a grant directly to the airport, although the Transportation Department does enter into an agreement with the airport owner to provide the project with the state's financial assistance. Second, the consultants and contractors that perform work on state "sponsored" airport projects work directly for the Transportation Department, and not the airport owner as is typically done when the airport owner itself is the project "sponsor."

The sponsorship program was implemented in 2007 on an incremental basis to "test" the feasibility of sponsoring multiple projects at different locations. During this first year, the Aeronautics Bureau applied for and received a "state sponsorship" grant from the Federal Aviation Administration for \$1,936,284 to fund four different projects. While one of the projects consisted of an update to the statewide airport system plan, three of the projects included work for the Albertville, Clayton and Perry County airports. The projects for these three locations included the preparation of an Airport Layout Plan (ALP) for Perry County, an obstruction identification and removal project for Clayton, and a land acquisition and major construction project for Albertville. The administration of these projects involved contracts with three different consulting firms and two prime contractors.

Based on the experience thus far, it is anticipated that the Aeronautics Bureau's state sponsorship program will expand in future years to include a broader range of projects at more locations.

Airport Inspection and Licensing Program

Inspecting and licensing the State's public and private use airports is the second major function of the Bureau of Aeronautics. All landing areas (airports, heliports, etc.) in the State of Alabama are required by law to be licensed by the Alabama Department of Transportation with the exception of personal use

facilities. A personal airfield does not require an airport license and does not have to meet any minimum standard for safety. However, no pilot can operate an aircraft into or out of a personal use facility except the owner of the facility or a member of the owner's family. Licensed landing areas are divided into two broad categories, public use and private use.

It is the statutory responsibility of the Bureau of Aeronautics to conduct annual inspections of all licensed airports that they are maintained in a safe condition and meet the minimum safety standards of the Department of Transportation. Any item affecting aviation safety or not meeting the minimum standards of the Department found during inspection is brought to the attention of the owner/manager. If items affecting safety or violating the minimum requirements are not corrected in a timely fashion, the airport license can be withheld or withdrawn until the items are corrected.

Presently, Alabama has 87 licensed public use airports and 47 licensed private use airports. Of the 87 public use airports, 85 are publicly owned and 2 are privately owned and open to the public without restriction. There are 80 licensed hospital and emergency heliports and 15 non-emergency heliports. Additionally, 14 airports are operated by the U.S. government as military airfields.

Site inspections are made of locations for proposed new airports and heliports. Approval by the Department of Transportation is required by law prior to the acquisition of land or construction of publicly owned facilities or privately owned landing areas that will be open to the public. This procedure is to assure that the property and its use will conform to minimum standards of safety and will serve the best interests of the public. Site inspections are also made at non-personal use, privately owned facilities as the first step of the licensing program.

Obstructions to Air Navigation

The staff of the Bureau of Aeronautics also reviews "Notices of Proposed Construction" for tall structures. Structures such as cell phone towers or high-rise buildings are evaluated to determine if their construction will result in a hazard to air navigation. The purpose of this review process is to identify structures that will pose a hazard to air navigation and to protect the airspace near airports.

Alabama Statewide Airport System Plan

In 2000, the Bureau of Aeronautics initiated a comprehensive update of the State's airport system plan, which was last revised in 1989. The plan, which focused on the state's publicly owned airports, was funded by a 90 percent matching grant from the Federal Aviation Administration. The overall goal of the plan was to identify a State airport system that enhances the opportunities for local, regional, and statewide economic development.

The plan was completed in two major phases. The first phase identified the existing and potential functional role of each airport within the State. An economic impact study of each airport and the State airport system was included in the first phase of the plan. The economic impact study determined that the State's 84 publicly owned airports produces an economic output of \$4.7 billion

and supports 73,139 jobs with a total payroll of \$1.8 billion annually. In addition, the study revealed that for every dollar invested in the Alabama airport system a total of \$163 is returned to the State's economy. The findings of the economic impact study has been published and communicated in several ways. First, each city, county or local airport authority that operates a public airport was provided with a report summarizing the economic benefits in terms of jobs and dollars that the local airport generates within its community. Second, the economic benefits of Alabama's airports were told by a multi-media production that was distributed to local elected and economic development officials throughout the State. This production was made available in videotape, compact disk, or digital video disk (DVD) formats. The purpose of this production was to promote airports and to inform the public about the economic impact of airports in their communities and throughout the State.

The second and final phase of the airport system plan was completed in 2005. This phase involved the development of detailed capital improvement plans that are needed to preserve and further improve the State's airport infrastructure. The plans were prepared in close coordination with those airports that were identified in Phase 1 as being critical for the State's economic growth.

In the closing months of 2007, the Aeronautics Bureau received a grant from the Federal Aviation Administration to update the state's airport system plan. This update is focused on determining the feasibility of developing a new regional airport for west central Alabama. The specific study area includes Choctaw, Clark and Marengo Counties and a small portion of Wilcox County near the Town of Pine Hill. This study will analyze the feasibility of making substantial improvements to one of several existing airports in the study area, as well as evaluating the development of an airport at a new site. The study will be completed in approximately 14 to 16 months.

Airport Security

During the closing days of fiscal year 2005, the Aeronautics Bureau announced a new policy that is intended to enhance security awareness at our state's general aviation airports. To remain eligible to receive state funding assistance for airport improvements offered by the state after January 1, 2006, the operator of each publicly owned general aviation airport in the state must prepare and implement a written security plan that is consistent with the Security Guidelines for General Aviation Airports published and released by the U.S. Transportation Security Administration in May 2004. The written plans must be on file in the Aeronautics Bureau for airports to receive a state issued airport improvement grant after January 1, 2006. The purpose of this policy is to better focus awareness on the need to increase security measures at our general aviation airports and to better protect both public and private property from theft and vandalism. The policy was prompted by a recent series of thefts and aircraft break-ins that culminated in an aircraft being stolen from an Alabama airport and taken for a "joy" ride by a non-pilot teenager.

BUREAU OF AIR TRANSPORTATION

The Bureau of Air Transportation has the task of providing safe and expedited air travel of State Authorized personnel. Equipment currently being operated by the Bureau: one business jet (CE550).

The Bureau of Air Transportation hangar facility is located at 4545 Hangar Court, Montgomery, AL 36108.

BRIDGE BUREAU

The Bridge Bureau is responsible for the structural design and analysis of all structures used on Alabama's Highway System. Currently, there are fifty-six employees engaged in site inspections, preliminary layout and location studies, structural design and analysis, detailed plans preparation, checking, and fabrication inspection. An Administrative Section, four Bridge Design/Detail Sections, a Hydraulic Section, a Checking Section, and a Fabrication Inspection Section handle these activities.

The Bridge Bureau performs structural design and analysis for highway bridges, pedestrian overpasses, overhead sign structures, highway lighting supports, and culverts for new construction. In the area of maintenance and rehabilitation, designs and plans are provided for repair and rehabilitation of bridges that are structurally deficient or functionally obsolete.

Assistance is provided on request to Alabama's County and City Engineering Departments in their bridge design and plans preparation. This involves site inspections, design, plan preparation, review of plans, and other assistance as requested. Assistance is also provided on structural analysis as requested in rating of existing bridges as to load carrying capacity and structural analysis and design support for a bridge load test program for posted bridges.

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

During fiscal year 2007, a total of 19 projects consisting of 46 bridges were let to contract where the Bridge Bureau prepared or provided oversight for the structural design and construction plans. All of these projects were designed in U.S. Customary Units. The total bridge length for these projects was 10,774 feet with a total bridge deck construction area of 868,109 square feet. The total bid cost for the bridge portion of these projects was \$92,991,302.26 with an average square foot construction cost of \$107.12. Structural design and bridge construction plans for a number of other projects were also completed by the Bridge Bureau during this reporting period and will be included in future annual reporting as these projects are let to contract.

The Bridge Bureau remains heavily involved during the construction phase of bridge projects with review of fabrication drawings, fabrication inspection, and resolution of fabrication and construction issues. This Bureau also provides structural design assistance to the Bureaus of Design, Maintenance, Construction, County Transportation, and the nine Divisions as requested.

A tabular summary of the bridge projects let to contract from October 1, 2006 to September 30, 2007 can be found in the statistical section of this report. Included in these projects is the addition of lanes from the north of the Catoma Creek Bridge to south of the Alabama River Bridge on Interstate 65 in Montgomery, the addition of lanes from 16th Street to 41st Avenue on I-65 in Birmingham, and replacement of the S.R. 35 bridge over the Tennessee River in Jackson County.

BUREAU OF COMPUTER SERVICES

The Bureau of Computer Services provides data processing services for the Alabama Department of Transportation. The major areas of services are: (1) Engineering - bridge design, roadway design, geometries, graphics, interactive graphics, etc.; (2) Planning - cash forecasting, statistical and analysis type management systems (including CPMS, Site Manager, Transport, and many other AASHTO Software packages); (3) Accounting - payroll, personnel, and accounts payable; (4) Secretarial - word processing; (5) Technical Support; (6) Network Operations; (7) Telecommunications and (8) Customer Support - hardware and software acquisition, hardware and software distribution, application support for the Equipment Bureau, and providing computer training facilities for various Departmental applications.

A client/network desktop environment has been implemented to provide computer and network capability to all Bureaus, Divisions, and Districts of ALDOT and FHWA, as well as project offices, counties, and some cities in Alabama. This network provides:

(1) Client/Network data connectivity throughout ALDOT (2) application services and support (3) the exchange of data and documents on all PCs and/or the mainframe computer, (4) the execution of stand-alone and network based programs on any PC, (5) the execution of mainframe computer programs from any PC, (6) electronic mail capability throughout the network, and (7) secure Internet capabilities to the entire ALDOT network. Internet and Intranet Web sites have been set up and are maintained to facilitate the dissemination of appropriate Department of Transportation information to both employees and the public. Our Internet service is now being provided through Bell South and Information Service Division.

VPN, Broadband, and Dial-up capabilities have been set up for project offices, counties, and cities for various specific applications.

An Interactive Graphics System is in use serving the Bridge Bureau, the Design Bureau, the Right-of-Way Bureau, the Mapping Section of the Transportation Planning Bureau, Materials and Tests, and all nine Divisions.

A State-of-the-art fully redundant communication network is currently in use in all Divisions and the General Office Complex to provide connectivity such that each device can communicate with every other device on the network and to the Internet.

Also, there is an up to date comprehensive e-mail system that enables ALDOT to integrate future technologies in many areas.

The Telecommunications Section supports all telephone equipment, digital radios, and video conferencing. Currently we have twelve centers for video conferencing capabilities.

The Customer Support Section is instrumental in researching, developing, and making recommendations regarding computer hardware and software standards for the Department. This Section also handles the acquisition and distribution of computer hardware, standard Departmental software, computer supplies, and peripherals for the Department's Central Office and nine Division locations.

Each county engineer's office has been equipped with personal computer equipment that has the capability of communication with the mainframe computer. A server back-up system has been implemented using IBM's TSM Software.

An automated tape management system has been purchased for disaster recovery for the IBM and CADD environment. This solution is also in place to provide backup services to additional defined data resources within ALDOT. This equipment will allow us to perform backups in an unattended mode at nighttime when the machine would normally be idle. It will also free the computer operators so their time may be utilized more efficiently during normal business hours.

Software, which manages DASD on the IBM Mainframe, has been installed. This software will archive datasets that have not been accessed in a reasonable time to a cheaper storage media. The mainframe has been replaced with a larger, faster model. In anticipation of future demands for mainframe resources, mainframe memory was increased by 64 megabytes (bringing the total to 256) so that the user will not experience delays in response time. Training is being done on a continuing basis to keep users informed of the rapidly changing computer capabilities. The percentage of our workload dedicated to training continues to increase. E-learning is now available for Department employees to utilize for training.

A new system (PeopleSoft) is fully implemented to handle personnel issues such as training, worker safety, recruiting, hiring, promotions, demotions, etc., and EEO statistics, and to meet the demands of requests for reports. Since its implementation, other demands required have formed the need to create a new Personnel System that has been approved and is in the assessment state.

The Bureau of Computer Services continues to seek ways to better serve the Department of Transportation through both the enhancement of existing hardware and software systems and the acquisition and development of new systems.

Governance

The CSB is directly under the ALDOT Deputy Director and is assisted by the following groups:

- Data Management Board
- CADD Users Group
- Engineering and Administrative Users Group
- Internet Implementation Committee
- Technical Advisory Group

In addition, the Examiners of Public Accounts, State Auditor and the Finance Department review and approve the financial procedures and inventory processes utilized by the information systems of the Department.

Budget

Fiscal Year 2007	
\$ 3.0	Regular payroll
5.1	Professional services and maintenance contracts
0.9	Utilities (telephone lines)
<u>10.5</u>	Equipment and software purchases
<u>\$ 19.5</u>	Total <i>(all figures represent millions)</i>

Current Projects (Major projects)

- CPMS enhancements including ROW and ADEM requirements
- Design the Comprehensive Equipment Management System to replace Protégé
- Storm Water Permits
- GIS Deployment
- Concrete Placement and Testing
- SMS Equipment Management System
- Disaster Recovery/Contingency Planning
- Records Retention Implementation
- Site Manager
- DBE Utilization Tracking & Reporting
- PeopleSoft Enhancements including reconciliations with GHRIS, and Department of Public Safety for valid Licenses, new FMLA Policies and Procedures
- Wireless network deployment
- Secure and Defined Network Standardization
- Traffic Monitoring System
- ABIMS Executive Reporting System
- ABIMS Optimization System
- OneView (enhanced) Document Management System

- Doubling IBM Mainframe Memory from 8 gig to 16 gigabyte
- Updating IBM Mainframe from two to three Processors.
- Wan SuperAgent Management Services
- IBM Blade Center Server Virtualization

Future Projects

- Archival of Departmental records
- Remote site operations for backup capabilities including mainframe and network services
- Expansion of electronic commerce applications
- Continued Wireless and Secure Network initiative
- Design an all encompassing Personnel System
- ProjectWise Software Pilot
- CPMS Enhancements
- Consultant Management Man Day Estimate
- Protégé Replacement
- Civil Rights Management System
- Semi-Monthly Payroll and PowerBuilder 10 upgrade
- Site Manager Replacement
- Upgrade ALDOT's Core Routing Services
- Core Network Upgrades

BUREAU OF CONSTRUCTION

The Bureau of Construction organization includes a Roadway Section, a Bridge Section, a Specifications Section, a Plans Review Section, a Special Projects Section, an Environment and Technology Section, and a Clerical Section.

This Bureau is responsible for furnishing technical advice to the Divisions and for general supervision of all contract construction work. One major objective is to promote statewide uniformity in interpretation and implementation of the contract requirements.

The Construction Bureau serves in an advisory capacity to other Bureaus prior to award of a project. After award, the other Bureaus serve in an advisory capacity to the Construction Bureau.

The Construction Bureau is responsible for continually updating the Department's Standard Specifications and is responsible for the preparation of Supplemental Specifications and Special Provisions for contract proposals. The Construction Bureau is also responsible for publishing and maintaining the Department's Construction Manual.

Plans for projects funded with state and/or Federal monies are reviewed prior to lettings to determine constructability and insure specification coverage. The contract time is also set by this office.

After construction begins on a project, the primary function of the Bureau is to solve problems that arise during construction. The Construction Engineer

must recommend and/or approve all change requests, supplemental agreements, time extensions, contractor claims, final estimates, and other matters related to the administration of the contract.

The new Environment and Technology Section of the Construction Bureau provides construction support and leadership through information, direction, and guidance in areas of road and bridge construction which impact or have a potential to impact the environment. The section also provides support and leadership in areas of construction technology including ALDOT's Construction Management System (CMS) software as well as in other areas where existing or emerging technology benefits the ALDOT construction program.

The Construction Bureau is responsible for processing contractor Notices of Intent & Claims in accordance with Article 110 of the Standard Specifications for Highway Construction. For this year, the number of projects involved in the claims process decreased tremendously from the previous year. Approximately twenty-six (26) Notices of Intent to file a claim were processed. This is less than 50% of last year's 65. Of this twenty-six notices, six (6) were rescinded and four (4) waived by the Contractor.

The Department has settled seven (7) claims totaling \$8,424,357.55 of which \$68,412.42 is pending. The Claims Appeal Board recommended settlement for four (4) of the seven claims with one (1) claim being denied by the Transportation Director.

Presently there are nine (9) Notices of Intent pending settlement. A claims database base is currently maintained by the Bureau with hopes of future inclusion in the Department's Construction Management Software.

The Construction Bureau continued with the responsibility for administering the contractual requirements of the Department's Disadvantaged Business Enterprise (DBE) Program. This oversight includes any DBE-related issue that arises from the time of the project letting through the final acceptance. In addition to these responsibilities, the Bureau administers the requirements for prompt payment of subcontractors as well as reviewing subcontracting issues.

During this year, the Bureau implemented a revised set of DBE contract specifications and updated most of the documents and reporting forms required for the DBE program. These changes were implemented in order to clarify the contract requirements and to make the data reporting process more efficient.

Our staff continued to work with the Department's DBE Program Administrator and the *Bid Express* software developer to create the *Small Business Network*. *Bid Express* is a web-based bidding information service developed exclusively for the road construction industry. It is used by 28 state transportation agencies in the US, including ALDOT. The *Small Business Network* is a function in *Bid Express* for Disadvantaged Business Enterprises (DBE), prime contractors, subcontractors, and vendors to solicit and exchange quotes electronically regarding upcoming bid projects. Based on this coordinated effort, subcontractors and vendors, including DBEs, can now submit quotes directly to prime contractors via the internet. It is anticipated that this new electronic tool will have a major impact on the quoting and bidding process due to the time and cost savings to the industry – savings that should be reflected in

the bid submittals. Furthermore, several other functionalities were developed. These included reporting tools for solicitations for quotes by prime contractors and quote submittals by subcontractors and vendors. These reporting tools can be accessed by Department personnel and can be used for good faith effort documentation as required by the Code of Federal Regulations (Appendix A of 49 CFR Part 26).

While our staff worked with the *Bid Express* team to develop the *Small Business Network* for the benefit of the Department's DBE Program, many of the other state DOTs utilizing *Bid Express* are realizing the benefits of these functions and are following ALDOT's lead in implementing this software.

As of October 1, 2007, there were 357 active projects under construction amounting to approximately \$1,468,000,000.

The Bureau of Construction expresses its appreciation to the Chief Executives, the other Bureaus, and the Divisions for their cooperation during the past year.

BUREAU OF COUNTY TRANSPORTATION

The Bureau of County Transportation is a service Bureau, and is the liaison Bureau between the Alabama Department of Transportation and the 67 counties of the State of Alabama.

The Bureau assists the counties in the design, construction, and maintenance of county roads and bridges and operates in cooperation with the nine Divisions and the various other Bureaus of the Department.

Since the beginning of the Farm-to-Market Road Program, the counties have constructed and/or resurfaced a total of approximately 21,964 miles of roads and constructed 3,371 bridge structures on Federal Aid eligible routes at a cost of approximately \$1,784,340,453 of Federal, State, and County funds. During the 2007 fiscal year, the 67 counties completed 393 miles of widening and resurfacing and 82 bridges, 10,544 linear feet in length, at a total approximate cost of \$96,156,152, all administered by the Bureau of County Transportation.

On November 7, 2000, Amendment One was overwhelmingly passed by a vote of the people. This amendment provided \$50 million to match \$200 million in GARVEE (Grant Anticipation Revenue Vehicle) bond funds previously passed by the legislature to replace deficient county bridges. As of October 1, 2007, 580 bridges have been completed, and nine bridges are under construction. It is anticipated that the 67 counties will be able to replace approximately 600 bridges under this five-year program.

In the statistical section, you will find a tabulation of what has been done in the counties under the Federal-Aid Program and the Amendment One/GARVEE Bond County Bridge Replacement Program.

BUREAU OF DESIGN

The Design Bureau has the responsibility for the development and assembly of highway construction plans and for this reason, represents the heart

of the preconstruction activity within the Alabama Department of Transportation. This Bureau, with 207 full-time employees, establishes highway locations, performs environmental studies, makes field surveys, develops roadway designs, and prepares roadway plan assemblies for all types of projects on the State highway system. This Bureau provides reviews and necessary supervision of consultant work done for the Department in the highway design, corridor studies, and traffic engineering areas. The Design Bureau Chief who is directly responsible to the Assistant Chief Engineer for Preconstruction directs the Bureau.

The activities of the Design Bureau is handled by eight separate Sections, which are identified as Administrative Section, Environmental Technical Section, Location Section, Roadway Design Section, Traffic Design Section, Utility Section, Quality Control Section, and Consultant Management Section.

Consultant Management Section

The Consultant Management Section employs ten engineers. The primary responsibilities of the Section include writing, negotiating, and processing consultant contracts, in addition to supervising consultants involved in the preparation of preliminary design and contract plans for the larger, more complex highway and freeway projects. Through the efforts of the Consultant Management Section employees, 109 consultant contracts totaling \$45 million were executed during fiscal year 2007. In addition, the Consultant Management Section was responsible for the supervision of 150 consultant projects with a total estimated construction cost of close to \$2 billion. During fiscal year 2007, 8 of these projects were let to contract at a total construction cost of \$204.6 million.

Traffic Design Section

The Traffic Design Section, under the direction of the State Traffic Design Engineer, consists of three (3) separate design groups: Traffic Signal System Design, Roadway Lighting System Design and Intelligent Transportation System Design.

This Section is responsible for providing traffic engineering services as needed by the Roadway Design Section, Division Offices, and the Construction Bureau.

The Traffic Signal System Design group's responsibilities include composing specifications and approval of traffic signal construction materials and equipment and managing the traffic signal design contracts and consultants. This group also provides support services such as plan review, field and construction troubleshooting.

The Roadway Lighting System Design group is responsible for providing electrical engineering services as needed by the Roadway Design Section, the Utility Section, the Maintenance Bureau, the Bridge Bureau, the Equipment Bureau, the Construction Bureau, the Divisions and consultants. This group's scope includes all aspects of the electrical portion of highway projects. This includes analyzing street lighting warrants for FHWA participation, laying out of lighting and power systems to meet current design standards, using

computerized methods to predict characteristics of a proposed lighting system, composing specifications for the required materials and installation techniques used on a project and reviewing electrical materials proposed for use on a project. The Section coordinates and reviews plans for lighting projects designed by contractors. This group also manages the electrical engineering services contracts and coordinates with those consultants regarding design and payment.

The Intelligent Transportation System (ITS) Design group is responsible for projects that typically include the application of advanced electronics and communication technologies to enhance the capacity and efficiency of surface transportation systems. The ITS group provides statewide oversight of designs and plan reviews for these projects. This group is also responsible for the development and review of specifications for projects, development of ITS Regional Architecture, and statewide implementation of projects. When ITS projects are designed outside the Department, this Section coordinates and reviews the plans and ensures the implementation of projects is in accordance with the approved State and Regional Architectures. This group also manages the ITS services contracts and coordinates with those consultants regarding design and payment.

Environmental Technical Section

The Environmental Technical Section is responsible for all environmental activities and studies within the Department. This Section prepares documents and obtains environmental clearance for all federally permitted projects initiated by the Department of Transportation. This Section must review and approve all environmental documents created by other Bureaus or lead agencies within the Department, counties, cities, and consultants. This Section has the responsibility of developing and initiating all project public involvement programs. The Environmental Section is responsible for obtaining all Dredge and Fill Permits pursuant to Section 404 of the Clean Water Act; certifications from the Alabama Department of Environmental Management for water quality, air pollution, and coastal zone consistency; Section 26a Reviews with the Tennessee Valley Authority; permits from the Federal Energy Regulatory Commission (FERC); and the Alabama State Docks. This Section furnishes environmental documents and clearances for Coast Guard Clearance Permits; makes a determination of effect on eligible and National Register Properties according to the Archaeological and Historic Preservation Act; and coordinates all Farm Land Impacts with the U.S. Department of Agriculture through the Soil Conservation Service according to the Farmland Protection Act of 1984. This Section is responsible for all early project coordination letters soliciting views and comments on proposed improvements.

The Environmental Technical Section currently employs 30 people with expertise in air, noise, engineering, land use, ecology, archaeological and historical resources, computer science, social and economic impacts, administrative support, and public involvement.

During the 2007 fiscal year, the Environmental Technical Section prepared documents, obtained Federal Highway Administration approvals, and completed work on the following items:

1. *Archaeological and Historical Resources:*
Surveys, assessments, reports, and clearance was obtained on 45 highway projects, 6 material pits, 27 property transfers, 8 Phase II testing projects, and 3 Phase III data recovery excavations. This section reviewed, coordinated, and commented on 40 consultant projects. Cultural resource avoidance/impact minimization was managed on 3 large corridor studies. This section processed 6 memoranda of agreement. This section completed 3 historic American Engineering Record documents and 35 historic structures' reports. This section advertised 2 historic bridges. Historic bridge inventory context study reaching completion of draft report and 2 historic districts were documented. This section also conducted Thirty County Site file reviews.
2. *Permits:*
This section applied for 20 and obtained 14 Section 404 Dredge and Fill Permits. This section supplied documentation for 3 Coast Guard Permits. This section received ADEM Water Quality Certification and Alabama State Docks permits for all Section 404 Dredge and Fill Permits. In addition, this section made a determination on 45 other projects of Section 404 applicability.
3. *Noise and Air:*
This section prepared and obtained approval for 24 Noise Reports, 126 Air Analyses (including PM 2.5), and made a determination of consistency with the Alabama Department of Environmental Management's State Implementation Plan. This section reviewed 11 consultant air analyses and 10 noise analyses.
4. *Ecology and Water Quality:*
This section prepared 55 Ecological Reports, 1 Water Quality Report, developed 2 wetland and stream modification mitigation plans, and coordinated all projects with the U.S. Department of Interior, in compliance with the National Endangered Species Act.
5. *Public Involvement:*
This section developed and initiated 49 public involvement programs (includes public hearings and public involvement meetings).
6. *Environmental Documents:*
This section prepared and obtained approval for 50 projects as Categorical Exclusions, 13 Environmental Assessments, 12 Findings of No Significant Impact, 1 Draft Environmental Impact Statements, 0 Final Environmental Impact Statements. This section also reevaluated and updated 24 previously approved environmental documents, prepared 2 Section 4(f) Statements and 0 Records of Decision.
7. *Farm Land:*
This section prepared and coordinated with Soil Conservation Service 35 Farmland Impact Analyses.
8. *Early Coordination:*

This section prepared and mailed early coordination letters on 35 projects.

9. *Hazardous Material:*

This section reviewed 80 projects for hazardous material identification.

10. *Regional Planning Commission Coordination:*

This section coordinated 45 environmental documents.

In addition to the above, the Environmental Section has coordinated, reviewed, and assisted in environmental work of consultants, other Bureaus, counties, and cities. This Section also reviewed and commented on environmental documents furnished to the Department of Transportation by other local, State, and Federal agencies, and private businesses and industry.

Location Section

The Location Section has the primary responsibilities of conducting corridor studies and supplying surveys and maps for the development of plans for interstate, primary, and secondary routes Statewide.

Corridor studies are conducted to determine the most feasible routes within a particular transportation corridor. Alternates are evaluated and a recommendation on a preferred alternate is made based on the guiding principle of balancing three main factors: cost, function, and social/environmental impact. The Location Section is responsible either for conducting these studies with its in-house staff or by managing a consulting firm. The Location Section also provides review and guidance to ALDOT Division offices, counties, and cities for their consultant corridor study contract negotiations.

Mapping services are provided for use in various planning stages from corridor study through the development of final construction plans. These include digital USGS quadrangle map data, aerial photography, and digital terrain models derived from LIDAR (Light Detection and Ranging) and/or aerial photography. This data was obtained from various sources, reviewed to determine compatibility with the type work to be performed, and written to a data set that is by the designer. There were eight requests for USGS quadrangle data and eleven requests for data sets from existing countywide mapping projects and all requests were fulfilled. If existing mapping data suitable for the design phase of projects cannot be obtained, the Location Section administers a statewide aerial photography and mapping agreement with three approved on-call consulting firms. Six requests for digital mapping were received and processed.

Surveys for the development of final construction plans are provided by this section. This work is carried out by five statewide field parties or by consultant managed by this Section. The five statewide crews completed 18 projects and collected additional information on 27 separate requests. The Location Section maintains one statewide field party dedicated to establishing and maintaining first-and second-order vertical and horizontal project control utilizing global positioning system (GPS) equipment, electronic total stations, and

digital levels. The GPS crew set 469 control points on 21 projects and ran 155 miles of levels to these points.

This year, the Location Section, in cooperation with the Alabama Department of Revenue (DOR), continued work on a long-term Height Modernization project. This effort will ultimately provide accurate height or elevation information by integrating Global Positioning System (GPS) technology with conventional surveying techniques and is a result of a grant from National Oceanic and Atmospheric Administration (NOAA) and National Geodetic Survey (NGS). The foundation for this project is the establishment of high order monuments evenly distributed throughout the State. Phase I of this project established horizontal positions on approximately 108 monuments. It was completed September 2005. Phase II will place second order elevations on each of these marks. Approximately 470 miles of second order leveling is complete and an additional 63 miles is in progress. Five Continuously Operating Reference Stations (CORS) were added to the Reference Station Network for a total of nine operating stations. These stations allow GPS user's real time data collection ability. These CORS stations will also provide static positioning capabilities and enable monitoring of the earth's crust in Alabama.

In addition to these primary responsibilities, the Location Section is responsible for several ancillary duties. These include compilation of the ALDOT Congressional Special Project Funding Report, the cost to complete the Appalachian Development Highway System in Alabama, and preliminary costs for developing the five-year highway program and other long-range budget forecasting estimates. The Location Section acts as the central clearinghouse for administration of the Federal Highway Bridge Replacement and Rehabilitation Program, and coordinates all airport clearances in conjunction with planned roadway projects. The Location Section frequently called upon to provide display maps, reports, and special project concepts for the Director and his staff.

Quality Control Section

This Section consists of review teams of Plan-in-Hand, Plan Surveying and Estimation (P.S. & E.), Plan Checking, Standard Drawing, Pay Item, and Traffic Control Units.

The P.S. & E. and Plan-in-Hand Unit's responsibilities include conducting a multidiscipline review of plans and on-site field inspections for all construction projects, less maintenance plans let to contract. These reviews are made in order to assure proper design and complete plan assemblies. During the 2007 fiscal year, more than 131 reviews and inspections were conducted at various locations throughout the State.

The Plan Checking, Standard Drawing, and Pay Item Unit has the primary responsibility of making a final plan review for the ALDOT Design Bureau as shown in the Guide for Developing Construction Plans, Activity 61. This includes final review of each sheet of regular plans, bridge plans, maintenance plans and specialty plans. For fiscal year 2007, the Plan Checking Unit completed more than 91 plan reviews for accuracy and completeness. The Pay Item Unit added or deleted more than 325 pay items in the U.S. and metric units of

measurements. The Standard Drawing Unit deleted six drawings, added 24 new drawings and changed 150 drawings in the U.S. and metric standard books. Note: 134 signs were updated to MUTCD 2003. The U.S. book contains 364 drawings and the metric book contains 315 drawings.

The Traffic Control Unit's responsibilities include conducting Plan-in-Hand, P.S. & E., and final review of traffic control plans for all construction projects, less maintenance plans let to contract. The unit also participates in statewide reviews of traffic control work zones on active highway construction projects, and is responsible for the review and concurrence of all changes to traffic control plans for any active project, less maintenance projects. During the 2007 fiscal year, more than 131 Plan-in-Hand/P.S. &E. reviews and 63 final reviews were conducted for operational capability and compliance with Department policies and guidelines and MUTCD requirements.

Roadway Design Section

The Roadway Design Section normally employs a staff of 70 engineers, designers, and drafters, organized into four separate subsections: Design, Engineering Support, Storm Water, and Hydraulic Support. This Section currently employs 45 persons out of which 35 persons are directly involved in plan assembly. These subsections prepare plans for all types of highway projects and coordinate with other Design Bureau Sections for their respective input. This Section, with its own expertise in geometric design and with input from other Bureaus with preconstruction responsibilities, develops plans for projects on all types of highways. During this past fiscal year, the Design Section worked on 25 projects.

The Engineering Support Section provides training and support to employees both directly and indirectly involved in the production of roadway plan assemblies. Emphasis is placed upon aiding the Department's engineers and designer in the most efficient production of their work using the engineering automation tools available. These tools include Inroads civil engineering design software, Micro Station computer-aided drafting software, and other office automation software that interacts with these products. In the past year, numerous employees were trained in introductory, intermediate, and advanced engineering automation applications. Offices and Divisions were supported with the successful management of software upgrades to coordinate with upgrade training activities and timely assistance in resolving any trouble occurrences.

The Engineering Support Section continues to bring together personnel from each Division, the Right-of-Way Bureau, the Office Engineer Bureau, etc., to collaborate on CADD design standards by which all of the Department's plan assemblies are governed. Work is currently underway to enhance the standards to include even more functionality and a Web-based interface. In an effort to promote compliance with Department CADD standards and enhance quality control over production drawings, the Alabama Department of Transportation computer services is currently developing ALCAD (ALDOT CAD) Standards program which will eventually replace the current NetSPEX software. ALCAD will provide Division offices and consultants with access to the most current version

of the ALDOT database of standards-complaint drawing components and data resources. Also, efforts have been directed toward evaluating and managing the document management solutions ProjectWise Pilot, that the entire Department will be participating in that will best adhere to Department design team workflows.

The Engineering Support Sections web pages continue to be expanded. In addition to access to CADD standards, the pages include design and traffic control details and grade book reports along with standard workflow procedures. Lastly, the electronic Guidelines for Operations Manual were updated to include both HTML and PDF formats with improved printing options.

One of the major objectives of the Storm Water Section is to implement the National Pollutant Discharge Elimination System (NPDES) as passed by the U.S. Congress under the Clean Water Act of 1987.

Part I of Phase I NPDES of the Clean Water Act of 1987 requires industrial activities to have a permit from the Alabama Department of Environmental Management (ADEM) if they will be discharging storm water runoff into waters of the United States. The Storm Water Section has completed Part I NPDES of MS4 (Industrial) permit applications as co applicants with the City of Birmingham, 22 incorporated and unincorporated cities in Jefferson County, part of St. Clair County, Cities of Huntsville and Madison, City of Montgomery, City of Mobile with six incorporated and unincorporated cities in Mobile County, and part of Baldwin County with two cities of Fairhope and Daphne, and Spanish Fort. Completed Part II of MS4 Permits on all of the above municipalities was submitted to ADEM. A five-year Storm Water Management Program (SWMP) was prepared for implementation of Part III of MS4 Permits. The Department is now implementing the fifth year of a five-year Storm Water Management Program (SWMP). This Section also completed the Notice of Intent for industrial activity permits for ongoing and proposed highway projects or requested permit termination on completed construction projects. This Section has prepared and submitted year four and/or year five annual reports on the above MS4 permits to ADEM.

This Section is involved with ADEM's task force for developing a construction permit for projects that disturb from one-five acres of soil as required by NPDES Part II. This Section attends plan-in-hand and PS&E inspections to review site-specific erosion control plans as developed by design personnel. This Section has prepared, processed, and submitted by deadlines NPDES MS4 Phase II permits for 17 counties that include 55 small municipalities. This Section has submitted year three permits for NPDES MS4 Phase II for these 17 counties. This Section is now reviewing for impact upon ALDOT, ADEM draft permit for including TMDL water quality testing. This section has prepared data and submitted permits for new (5) year permit period.

This Section is required as Qualified Credential professionals to review and approve site-specific erosion control plans for all construction projects to be let by ALDOT.

MS4 permits for Phase II of NPDES permits for Part I Phase I municipalities have been submitted to ADEM. These MS4s include Madison

County and Huntsville, Jefferson County, St. Clair County, Shelby County, Montgomery, Mobile, Mobile County, part of Baldwin County.

This Section and the Design Bureau has been an active member of the task force for mitigating an MOA and IA (Interagency agreement with ADEM as part of ten Consent Agreements with ADEM, relative to storm water permit noncompliance on 10 ALDOT construction projects).

The Hydraulic Section Subsection has two Hydraulic Specialists who assist designers with roadway drainage design and review projects on a requested basis. Hydraulic calculations and advice are provided on a requested basis for projects under construction or proposed. Questions about drainage procedures, organization, computer programs, or manuals are answered or referred for central office and division personnel, consultants, or other State Departments of Transportation.

The section participated directly in the drainage design for two roadway projects, and conducted on-the-job training of design personnel. A drainage field investigation was conducted. A hydraulic review was commenced for one roadway project. An initial hydrologic assessment and field investigations were done for a sediment remediation project. A check of lighter weight riprap was made for one project under construction.

ALDOT personnel and consultants were assisted with design procedures and hardware and hydrologic and hydraulic computer programs. A one-day topographic map reading class was conducted. Hydrologic data was provided to the Legal Bureau. Nine copies of the ALDOT hydraulic manual were distributed to ALDOT, consultant, or construction personnel. Contribution was made to a survey by the Arizona DOT about state DOT's drainage organizations. Preliminary revisions were made to the hydrological methodology and computer programs parts of the hydraulic manual. Coordination with ALDOT and other entities was done for a proposed NWS rainfall study.

Drainage special project details were placed on the Hydraulic section's intranet site. Reviews were made of proposed standard hydraulic data sheet and drainage section typical for the plans/preparation manual. Evaluations were made of vendor's and FHWA sponsored computer programs, and the section advised two vendors how to improve their programs. Spreadsheets for dissipater designs were developed further. Preliminary ditch design procedures were worked out with the use of two computer programs. Drainage design procedures and information were passed to bureau and division personnel. Improvements to the ALDOT Hydro program were worked out with the Bridge Bureau.

Roadway Design Projects

Fiscal Year 2007

The following is a list of projects that were worked on during the fiscal year:

Project Description	Number of Projects	Miles
Additional Lanes	4	13.60
Additional Lanes & Bridges	1	3.85
Base and Pave	4	15.85
Bridges and Approaches	9	2.31

Relocation and Bridge Replacement	1	1.29
Realignment	1	6.70
Grade and Drain	1	4.80
Grade, Drain, and Bridge	2	9.06
Grade, Drain, Base, and Pave	1	3.16
Pavement Rehabilitation & Additional Lanes	1	2.6
TOTAL	25	63.22

BUREAU OF EQUIPMENT, PROCUREMENT & SERVICES

The Bureau of Equipment, Procurement and Services serves various functions within the Department of Transportation. It consists of an office staff, including a Property Inventory Section, Receiving and Salvage Sale Section, Gym, Motor Pool, Building Services and Maintenance Section, a Supply Section, DOT Mail Room and the Procurement Office. The Bureau of Equipment, Procurement and Services responsibilities include the purchase, salvage, and disposal of all types of equipment. Bureau personnel also maintain a perpetual inventory of all department non-consumable personal property and a current record of the assignment and location of each item. The personal property responsibility includes the disposal of property no longer needed by the Department through direct sale to counties and cities or by public auction.

The Procurement staff portion of the bureau is responsible for the processing, review and Department approval of all requests for Services and Materials. Resulting Purchase Orders are distributed by the Procurement section to all department agencies. This function also provides liaison with State Purchasing to ensure timely purchasing actions for Department of Transportation activities.

This Bureau is responsible for the maintenance of the Department’s Central Office buildings and grounds and provides a Supply Section that maintains a warehouse of office, engineering and personal computer supplies, and Department forms. The Supply Section operation includes a retail map store where highway maps are offered for sale to the general public in addition to municipal and state customers. The Bureau is also responsible for the DOT Mail Room which receives all mail from Finance Central Mail and US Postal Service, sorts and distributes to Central Office and Division Offices and receives and sorts all outgoing mail to be picked up by Central Mail room to include shipping and receiving of all UPS, FEDEX, DHL, and Airborne packages for the Central Office.

The Bureau serves as an equipment (vehicle) rental agency for all of the Departments motor vehicle type equipment and motorized Highway Maintenance Equipment. Equipment rental rates are established to assess users with the true direct cost of vehicle ownership and operation. This encourages minimized authorizations and maximum utilization of this equipment. The Bureau develops specifications and requisitions all replacement rental equipment.

As a result of legislation passed in 1995, the Department of Transportation is allowed to dispose of its own surplus equipment. Through the Equipment Bureau's innovative sales techniques and attention to preparation of items for sale, the Department of Transportation realized \$4,945,828.24 from disposal sales in FY '07. This total greatly exceeds the average annual returns under the old system of one million dollars.

During 2007 fiscal year the Procurement Section received and processed 16,534 requisitions for materials, supplies, equipment and services for the operation of the Department. Of these, 12,730 were Departmental EP-10 requisitions. The remaining 3,804 were SNAP requisitions, resulting in the issuance of 4,443 purchase orders by Department of Finance, Division of Purchasing. Combined awards by all purchase order types totaled almost \$148 million.

The continued use of Local Delivery Orders to secure parts for equipment repairs proves satisfactory in preventing the maintenance of large inventories of repair parts and reducing the number of individual requisitions and purchase orders. This program further allows for substantial vendor discounts in most cases, which are generally not available on individual purchases. Continued use of EP-10 requisitions for purchases of contract release items up to \$500.00 has allowed an overall reduction in SNAP requisitions and purchase orders, while expediting the procurement process for our Divisions and Bureaus. Recent statutory interpretations affecting open-ended purchase orders have forced us to identify new purchasing solutions in order to maintain the efficiency of materials and services acquisition. These efforts will continue to be a focus into Fiscal Year 2008. In particular, significant work has been directed toward the design and bidding of new contracts for materials and services.

A specific challenge we have faced during the past two fiscal years is market price instability as a result of escalating steel and fuel costs. We have worked closely with Division of Purchasing and with vendors in developing creative contract designs which allow for price escalation clauses and fuel cost adjustments. We will continue to pursue innovative means to maintain the integrity and continuity of our State and Agency purchasing contracts.

Prior year training has improved the ability of our Divisions and Bureaus to enter SNAP requisitions and allowed us to identify and correct repetitive errors and procedural mistakes. Due to employee turnover and procedural changes, additional training will continue to be a concern. During fiscal year 2008, important changes in procedures will dictate additional training emphasis. In addition, we continue to work closely with the Division Equipment Maintenance Superintendents and the Equipment Management Coordinator to assure that Chapter 5 (Purchasing) of the *ALDOT Equipment Manual* is as accurate and current as possible.

The Procurement Office personnel continue to process as promptly as possible all requisitions and emergency requests so that the work will not be interrupted for lack of materials and supplies. We continued to place special emphasis on the cost-reduction aspect of the procurement process during FY07. In particular, every effort was made to assure that the lowest responsive quotes

and bids were utilized, expanded vendor lists were developed, and special attention given to sole source recommendations. Efforts to encourage our Divisions and Bureaus to make the greatest possible use of state-wide and agency purchasing contracts have helped in these cost-reduction efforts.

BUREAU OF FINANCE AND AUDITS

It is the responsibility of the Bureau of Finance and Audits to provide financial management for the State of Alabama Department of Transportation. The Director of Finance and Audits oversees all functions of the Bureau and reports directly to the Transportation Director. The Bureau of Finance and Audits maintains a fully integrated, modern, and accurate computerized system of general and cost accounting.

The general accounting system accurately records revenue, receipts, and expenditures processed by accounting personnel.

The cost accounting system accurately records direct project cost for Federal-Aid billing and budget purposes. The Bureau of Finance and Audits also maintains a cost accounting system to account for the unit rates for manufacturing operations, materials tests, equipment operating cost, and payroll fringe benefits.

The Bureau of Finance and Audits is responsible for the preparation of Federal-Aid Project Modifications for funding projects at the appropriate level to ensure the maximum collection of Federal funds. The Bureau also has the responsibility of submitting the weekly billing to the Federal Highway Administration to claim reimbursement for work performed on federally funded projects. Proper collection of maximum Federal funds for work satisfactorily performed is essential in maintaining the road program at its present level. A total of \$706,712,512 was collected from the Federal government during the 2007 fiscal year as reimbursement for work performed under the supervision of the Department of Transportation.

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

The Bureau of Finance and Audits manages the investment of Public Road and Bridge Appropriated Industrial Access funds of approximately \$68 million as well as Surplus Military Field Fund investments of approximately \$9 million. These combined investments earned \$3,062,292 in Fiscal Year 2007.

The External Audit Section performs its functions under the direction of the Director of Finance and Audits and is responsible for conducting the external audit functions of the Bureau. Under the external audit function, a total of 359 audits and reviews were performed. These are categorized as follows: Utility on-site and in office – 36; Railroad on-site and in office – 14; Consultant – 85 in-office; 40 on-site; Airport – 4 on-site; University on-site and in office – 36. A total of 33 Industrial Access and Miscellaneous reviews and audits were performed. Additionally, 46 Single Audits reviews were performed and 65 Personal Net Worth statements for DBE certification were reviewed. The total costs recovered

or saved during the year for all types of audits was \$1,135,373. FHWA financial management personnel and auditors of the Office of Inspector General, Department of Transportation, assume a review function.

It is the responsibility of the Internal Audit Section, working under the direction of the Director of Finance and Audits, to audit all internal operations of the Department. This involves evaluating and analyzing the accuracy and reliability of the financial data, determining if the Department complies with laws, rules, regulations, policies and procedures, and reporting any instances of fraud, abuse, inefficiency, or mismanagement. This office is required to make recommendations to describe the course of action management should consider to safeguard the assets of the Department.

The Internal Audit Section conducts compliance and performance audits of all Bureaus and Divisions. Special reviews are performed upon request. Complaints from the public and employees relating to possible violations of policies or procedures, misuse of personnel, materials, equipment or suspicions of fraud and mismanagement are investigated and the findings are referred to the administrators for corrective actions. Requests for special assistance concerning compliance with Department policies and procedures as well as with State and Federal laws and regulations are handled by this office. The Internal Audit Section participates in the implementation of new or revised programs, providing management with recommendations regarding actions for solutions to specific issues of compliance and development of policies and procedures.

In addition to special and administrative requests, the Internal Audit Section audit work during Fiscal Year 2007 concentrated on Division construction contract administration. Audits were performed in five Divisions. Additionally, audit fieldwork was completed in a special review of payments to the Alabama Department of Public Safety. The programs reviewed included the Alabama Service and Assistance Patrol (ASAP) and the Construction Zone Enforcement Project (CZEP).

It has also become the responsibility of the Bureau of Finance and Audits, with the passage of Act 90 in 1971, of placing the Department of Transportation on a legislative budget, to design and implement a budgetary system of accounts to account for the legislative budget.

It is the responsibility of the Bureau of Finance and Audits to coordinate the preparation of an annual budget request to be presented to the Governor and the Legislature.

Financial Statements are prepared monthly that reflect the financial condition of the Department of Transportation, receipts and disbursements for the current year, and the status of budgetary appropriations and allotments. These Statements are analyzed to uncover any financial trouble areas that require management action by the Transportation Director. The Transportation Director is advised of the trouble areas along with recommendations for possible solutions.

In addition to the management reports furnished to the Transportation Director, detailed reports concerning areas of responsibility are furnished to all

Bureau Chiefs and Division Engineers monthly to aid them in the financial and budgetary area in carrying out their assigned tasks.

The Bureau of Finance and Audits also serves as liaison between the Department of Transportation and the Comptroller's Office and Budget Office of the Finance Department.

The Bureau acts as advisor to the Transportation Director and the various Bonding Authorities in the issuance of Bonded Debt for Public Road and Bridge Construction.

The Bureau of Finance and Audits is continually seeking new ways to improve old systems and implement new systems to meet the financial management needs of ALDOT.

LEGAL DIVISION

The Legal Division of the State of Alabama Department of Transportation was created in 1963, Ala. Code § 23-1-25 (1975), and has the responsibility to advise the Director and Department on all legal matters related to department business, including representing the Department, the Director, and Department employees in legal, administrative, and other proceedings.

The Legal Division represents the Department, Director, and its employees, both in their individual and official capacities, in both state and federal courts. The cases typically include employment matters, state tort claims, usually involving personal injuries sustained by motorists, contracts and construction disputes, right-of-way encroachments, outdoor advertising, unemployment compensation, condemnation matters; and property damage collection matters.

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

In addition, the Legal Division examines, advises, and approves the form of contracts; right-of-way acquisitions; drafts various contracts and agreements; maintains liaison with the Attorney General's Office and Governor's Legal Advisor; reviews and drafts legislation; and advises the Director regarding pending legislation which may affect the Department.

The Legal Division processes claims involving personal injury to private citizens or damage to their property, as well as claims involving damage to Department property. It initiates collection action with respect to Departmental property damage claims. The Legal Division represents the Department before the Equal Employment Opportunity Commission, State Board of Adjustment, State Personnel Department, unemployment compensation tribunals, as well as other federal and state administrative agencies, boards and tribunals.

Fiscal Year 2006-2007 (October 1, 2006 – September 30, 2007)*

Board of Adjustment Claims Opened	282
Board of Adjustment Claims Closed	421

Total Board of Adjustment Claims Pending	318
Board of Adjustment Unpaid Invoice Claims Paid	\$748,040.70
Board of Adjustment Accident Claims Paid	\$189,883.30
Total Board of Adjustment Claims Paid	\$937,924.00
2006-07 State Property Damage Claims Opened	554
2006-07 Total Property Damage Claims Closed	481
Grand Total Property Damage Claims Pending	308
Amount Collected for Damaged State Property	\$2,240,063.00
Requests for Production of Documents Received	213
Total Production Requests Pending	130
Contracts, Leases, and Deeds Reviewed	1,901
Total Active Lawsuits (<i>estimated</i>)	85

- * Totals shown are for calendar year 2007, except contracts, leases and deeds reviewed and Board of Adjustment claims paid, which are based on the 2006-07 fiscal year.

BUREAU OF MAINTENANCE

The Maintenance Bureau is responsible for the maintenance of 11,235 miles of State highways, which includes 929 miles of interstate system and highway facilities owned, operated, and maintained by the Department. The Maintenance Bureau also has limited responsibility for the maintenance of paved and unpaved roads and bridges on off-system facilities such as State institutions of higher learning, State hospitals, agriculture experiment stations, and State parks.

Routine maintenance operations such as surface patching, shoulder maintenance, drainage work, right-of-way vegetation management, and litter pickup were carried on satisfactorily.

The Resurfacing Program consisted of 703 miles of resurfacing, roadway widening and paving shoulders with liquid seal, and plant mix surfaces. The work was accomplished by contract with a statewide average of \$247,218 per mile.

The Permit and Operations Section reviewed 1,612 utility permits, 501 entrance permits to provide access to State highways, and issued 313 other miscellaneous permits for doing work on highway rights-of-way. There were 155 outdoor advertising sign permits issued.

The oversize and overweight vehicle permit office regulates the movement of vehicles and loads that size or weight exceeded the maximum specified by law. There were 101,188 single-trip permits, 6,664 annual permits, 69 multistate permits, and 8,513 routing authorizations issued. Revenue from the sale of these permits totaled \$3,577,460. The Adopt-A-Mile Program has approximately

1,960 participating groups adopting over 2,635 miles of highway as a part of the Department of Transportations anti-litter campaign.

The Communications Section operated and maintained a statewide communication system consisting of more than 3,100 mobile units, 95 base stations, 1,200 portable units, and 120 remote stations. This system provides the Division and district offices with the capability of immediate contact with key personnel at all times. In addition, the Communication office assisted the Bureaus and Divisions in analyzing their communications needs, and in writing specifications and requisitions for them. In addition, they maintained Bridge Weather Monitors, which allows Division personnel to monitor bridge deck outside temperature and detect precipitation on five key bridges in North Alabama. A complete running inventory is kept by this office of all communication equipment owned and operated by the Department of Transportation.

In cooperation with the Department of Public Safety, the Department of Transportation operated one permanent weigh station, 14 weigh teams with portable scales, and 15 weigh-in-motion sites for vehicle weight enforcement. These teams weighed approximately 960,000 commercial vehicles and ticketed over 13,593 violations of Section 32 of the Code of Alabama.

The Department of Transportation operated and maintained 22 safety rest areas and 8 welcome centers in a satisfactory manner at a cost of \$11,038,022.

The Management and Training Section is charged with (1) the development and operation of maintenance-related management systems, (2) the development and presentation of maintenance-related training activities, and (3) conducting special studies for the Bureau of Maintenance.

The Management and Training Section operate the Alabama Department of Transportation's Maintenance Management System (MMS). The MMS is the Department's primary tool used to track historical budget expenditures and to produce future budget allotments to accomplish routine maintenance activities throughout the State.

From October 1, 2006, to September 30, 2007, budget allotments for routine maintenance operations Statewide totaled \$109,999,944. One primary objective of the MMS is to assist in achieving uniform levels of maintenance service throughout the State through the review and analysis of numerous MMS reports generated monthly. Support functions for operating the MMS include: providing guidance and assistance to the field organization regarding the solution to field operating problems and shortcomings in standard achievement; conducting field investigations to determine a basis for continuous deviation from quality, quantity, and productivity standards; coordinating the implementation of approved maintenance management research findings and programs; assisting in developing and conducting training programs designed to train personnel in current or new areas or to meet specific shortcomings in routine maintenance activity performance; developing procedures affecting maintenance operations; and reviewing completed maintenance summaries and reports. This objective is achieved by uniformly training personnel, planning, scheduling, and executing maintenance operations. The Management and Training Section also develops

and hosts the annual Maintenance Management System meeting where all aspects of maintenance operations are reviewed with the assembly of Statewide maintenance personnel.

The Management and Training Section operate the ALDOT's Alabama Bridge Information Management System (ABIMS). The ABIMS is a comprehensive database that contains inventory, condition rating, load rating and posting, inspection, and other information on all bridges in the State, which are open to public traffic and are at least 20 feet in length. State, county and city-owned bridges are included in the ABIMS, over 15,600 bridges in all. One primary function of the ABIMS is to assist the State with Federal compliance programs dealing with bridge structures.

The Management and Training Section is responsible for the development and presentation of maintenance-related training sessions. Training programs are conducted in the areas of routine maintenance activity performance, bridge inspection, bridge maintenance, and vegetation management. These training programs consist of presenting in-house training courses and the hosting of National Highway Institute training courses. Annually, over 20 training courses are regularly presented throughout the State covering various maintenance-related topics to ensure that the Department, as well as county and city governmental organizations, has well trained competent staff performing maintenance operations.

The Management and Training Section is either responsible for or assists with special studies through the Bureau of Maintenance. These studies include value engineering studies, AASHTO reports, Executive Budget Office reports, FHWA annual maintenance report, FHWA annual interstate maintenance program, annual FHWA interstate certification, ALDOT's reverse-laning strategy for Interstate 65 during hurricane evacuation, Homeland Security Contingency Plans, and other reports, studies, and presentations as necessary.

The Management and Training Section is responsible for the development, publishing, distribution, and maintenance of the Department's Maintenance Manual, Field Operations Manual, and Bridge Inspection Manual. The Management and Training Section also assists the Bureau and the Department with negotiating and implementing agreements and contracts for consultant and contractor services on work such as management systems, procedures updates, and bridge repairs.

Furthermore, the Management and Training Section acts as host and coordinator for groups of local, national, and international visitors interested in ALDOT maintenance operation and procedures.

The Traffic Engineering Section of the Bureau provides engineering and technical support to the ALDOT Divisions and other Bureaus for the installation, maintenance, and cost-effective use of highway signs, pavement markings, delineators, traffic signals and signal systems, highway safety appurtenances, and other traffic control devices. It provides guidance and assistance for the development and implementation of traffic operation improvement plans and maintenance programs for traffic control devices. It is responsible for the management and operation of the State Sign Shop and the State Signal Shop.

The Traffic Engineering Section prepares and coordinates all ALDOT Policy and Procedure regarding traffic control and traffic control devices and coordinates all activities regarding the implementation of the Manual on Uniform Traffic Control Devices (MUTCD), including associated supplements and field books as necessary, official rulings, interpretations and other changes. It establishes, reviews, and approves all Standard and Special Drawings for traffic control devices, develops, reviews, and approves all specifications for traffic control devices (including reflectivity levels for signs, traffic signals, traffic controllers, and associated hardware) to be used on Contract projects and State Force construction projects. In addition, it maintains lines of communication with Divisions regarding the approval of traffic signal installations in accordance with the MUTCD, including the approval of Permits to local governmental units and others for signal installations on the state highway system. The Traffic Engineering Section reviews plans and drawings for all traffic signal projects used on contract and State Force construction projects, coordinates, reviews, and approves all warrants for traffic signal installations, and approves all Maintenance Agreements for traffic signal installations. It reviews all signing, pavement marking, and delineation plans used on construction projects and maintains active involvement in the development and implementation (as necessary) of new innovative projects resulting from Federal-Aid Emphasis Programs.

Traffic engineering studies are conducted and reviewed in response to requests or complaints regarding traffic operations or highway safety to determine appropriate improvements or corrections. These studies are performed in cooperation with Division personnel. The Department's program for the maintenance of all traffic control devices is reviewed and evaluated to determine the program's effectiveness in ensuring proper operations and timely repair or replacement of traffic control devices, and prompt detection of traffic operations problems as they develop. Safety reviews are also made in cooperation with the Federal Highway Administration.

Signing practices are reviewed by the Traffic Engineering Section to assure compliance with established signing guidelines and policies. Requests for additions or revisions to the system of guide signs on the Interstate Highway System are reviewed and evaluated for approval. The State Sign Shop manufactures and fabricates all highway signs erected by State maintenance forces. Signs are also provided to other agencies as needed and approved for purchase by the Transportation Director through Special Work Authorizations. Approximately 54,000 signs were produced this year by this facility at a total cost of \$2.9 million. Assistance is provided Statewide, as needed, for the installation, repair, inspection, and removal of roadway signs on the State highway system.

The Traffic Engineering Section in cooperation with each Division manages the Specific Service Sign (LOGO) Program. This Section maintains inventories and tracks income and expenses throughout the year. Traffic Engineering and Computer Services collaborated to create "Alabama Logo Inventory Management & Billing System" (ALIMBS), a statewide, web based program in order to more efficiently and uniformly administer LOGO procedures

and billing. Logo signs, installed on interstate and other selected highways, advise motorists of gas, food, lodging, camping, and attraction services along the highways. Standard business logos are required usage. New logo signs are displayed when space is available and participants satisfy requirements. Guidelines for administration are set forth in the "Procedures for Specific Service Signing." Total revenues were approximately \$1.2 million.

All proposals for the installation or upgrading of traffic signals on the State highway system with State forces, or by permit requests from local governmental agencies and/or private developers, are reviewed and evaluated for approval. Upgrading of traffic signals and management systems on the State highway system accounts for nearly 20 percent of the annual maintenance special project expenditures. Maintenance agreements with various municipalities, counties, and other entities are reviewed for approval, and records of the agreements are maintained by the Traffic Engineering Section.

The State Signal Shop provides statewide support for the installation, upgrading, inspection, and maintenance of traffic signals on the State highway system and performs testing and repairs of all traffic signal equipment and portable electronic scales used in the enforcement of State truck weight limit laws. The State Signal Shop maintains weigh-in-motion facilities, which are used in the enforcement of state laws governing truck weight limits. Testing and evaluation of all traffic control devices are conducted by the Traffic Engineering Section in cooperation with the Bureau of Research and Development and in accordance with State laws to select traffic control devices, including equipment and materials, which are suitable for use in the State of Alabama.

Recommendations for changes for speed limits on the state highway system are reviewed by the Traffic Engineering Section and evaluated for approval. A record of all established State speed zones and local speed ordinances on State highways is maintained by the Traffic Engineering Section.

Annual materials and equipment contracts are developed and maintained to provide State maintenance forces with the equipment and materials necessary to maintain traffic signals, highway signs, pavement markings, safety appurtenances, and worker protection on the state highway system. Specifications for these materials and equipment are developed and updated as needed by the Traffic Engineering Section.

The Roadway Section of the Bureau has responsibility for landscape and roadside improvement and development, vegetation establishment and roadside vegetation management, as well as the planning and landscape design of highway facilities.

A Statewide Landscape Enhancement and Wildflower Program initiated in 1988 continues to enjoy a high degree of public acceptance and acclaim. Plantings are becoming more successful due to developing expertise and the philosophical integration of wildflowers that are compatible with ALDOT's Vegetation Management Program. It adds color and interest to the State's road system.

At the end of the 2006-2007 planting season a total of approximately 750 acres have been established in annual plantings and 9,300 acres of permanent

native areas. Special emphasis has continued to be placed upon rest areas, welcome centers, State park entrances, interstates, and primary four-lane entrances into the State. Colorful annual plantings of Cosmos have continued to increase interest in this program. The Maintenance Bureau ordered 39,570 pounds of seeds/28 varieties at an approximate cost of \$285,219.00 and made available for distribution among the nine Divisions. All nine Divisions possess wildflower drill seeders and are responsible for the development of their wildflower areas after receiving seed allocations from the Maintenance Bureau. An awards program sponsored through the Garden Club of Alabama is currently in the works, in order to recognize the Divisions and their efforts in beautifying the state of Alabama.

The Vegetation Management Program encompasses approximately 150,000 acres of manageable roadside along 11,235 road miles. In the fiscal year 2006-2007, the total cost spent on mowing was approximately \$11,061,959, 85% was done by State forces. Noxious weeds and undesirable or encroaching vegetation were safely treated with selective and nonselective herbicide treatments. The Vegetation Management Program has eliminated many undesirable exotic plants which pose a danger to the health, safety, and welfare of the traveling public, and converted miles of roadside to uniform stands of desirable turf grasses, wildflower species, and other vegetation providing the State's motorists with safer roadsides.

The Roadway Section has two Wirtgen W1900 four trac half lane (78" cutting width) road planers which are an integral part of the roadway and bridge maintenance program. Their primary job is to cut asphalt from bridge ends and bridges where necessary and mill roadways to restore cross Section and correct rutting problems. Restoring cross slope to roadways can be accomplished by planning roadways before resurfacing. These two planers perform various maintenance activities as needed Statewide.

Under the Bridge Section, the Statewide Bridge Inspection Program inspected 9,458 bridges, of which 3,058 are state bridges, 5,651 are county bridges and 15 of other ownership. This year, through the combined efforts of state, county, and city inspectors, data from these inspections was submitted to the Federal Highway Administration in Washington, D.C. in April of 2007. Independent of owner, there are a total of 15,828 on-system and off-system bridges in Alabama comprised of state (5,690), county (8,733) and other owners (66). This fiscal year 3,771 bridges were classified as being either structurally deficient or functionally obsolete.

BRIDGE INSPECTIONS

	<u>STATE</u>	<u>COUNTY</u>	<u>CITY</u>	<u>OTHER</u>
Functionally Obsolete	207	1346	199	29
Structurally Deficient	942	779	239	7

Presently, 2,431 are load posted, 122 are closed, and 152 have been strengthened or have temporary structures in place to prevent them from being posted or closed.

	<u>STATE</u>	<u>COUNTY</u>	<u>MUNICIPAL</u>	<u>OTHER</u>
Load posted	23	2,258	126	24
Closed	0	96	19	7
Strengthened or have temporary structures in place	106	41	3	2

The Hydraulics Section is responsible for performing scour evaluations, designing countermeasures to mitigate existing hydraulic problems, and providing assistance in dealing with stormwater compliance issues. The employees in this section work in close coordination with bridge inspectors from all nine ALDOT Divisions as well as all sixty-seven counties. Coordination between these offices is essential to ensure the safety of the traveling public by early detection of scour problems that pose a threat to the structure.

Over the past year, this office completed the evaluations for all of the state structures with known foundations and was able to update and complete a Plan of Action for all bridges where scour could affect the stability of the structure (scour critical). Bridge inspectors will, using the Plan of Action, determine when to start monitoring, what elements to monitor, and when to take necessary steps to protect the traveling public.

As part of the scour monitoring program, several hydrographic surveys have been conducted on major waterways. These surveys provide an overall picture of the river bottom to help detect any potential or existing scour problems. The Hydraulics Section has expanded our hydrographic survey capabilities by using Hypack software to assist in the collection and analysis of this data.

The Hydraulics Section continues in the evaluation and assessment of county bridges as well as providing assistance as needed for various hydraulic and stormwater compliance issues. Progress on scour evaluations is detailed in the table below.

BRIDGE SCOUR EVALUATIONS
NUMBER OF BRIDGES

REPORTING CATEGORIES	NBI-ITEM CODE 113	FEDERAL-AID SYSTEM	OFF-SYSTEM	TOTAL	
1. Over Waterways	---	State	4,233	State 102	4,335
		County	2,333	County 6,306	8,639
		City	361	City 872	1,233
		Total	6,927	Total 7,280	14,207
2. Evaluation Tool	---	State	4,021	State 77	4,098
		County	1,546	County 2,919	4,465

		City	216	City	450	666
		Total	5,783	Total	3,446	9,229
A Low Risk Total	4-9	State	3,908	State	76	3,984
		County	1,511	County	2,852	4,363
		City	215	City	449	664
		Total	5,634	Total	3,377	9,011
B Scour Susceptible	6	State	12	State	3	15
		County	328	County	786	1,114
		City	56	City	165	221
		Total	396	Total	954	1,350
C Unknown Foundations	6	State	199	State	22	221
		County	459	County	2,601	3,060
		City	89	City	257	346
		Total	747	Total	2,880	3,627
D Scour Critical	0-3	State	113	State	1	114
		County	35	County	67	102
		City	1	City	1	2
		Total	149	Total	69	218
3. Analyzed for Scour	---	State	4,221	State	99	4,320
		County	2,005	County	5,520	7,525
		City	305	City	707	1,012
		Total	6,531	Total	6,326	12,857
4. Countermeasures Installed	7	State	165	State	2	167
		County	46	County	57	103
		City	2	City	5	7
		Total	213	Total	64	277
5. Monitoring Planned	---	State	4,221	State	99	4,320
		County	2,000	County	5,520	7,525
		City	305	City	707	1,012
		Total	6,531	Total	6,326	12,857

BUREAU OF MATERIALS AND TESTS

The Bureau of Materials and Tests is responsible for the effective selection and control of all materials used by the Department in road and bridge construction. It is subdivided into five divisions of responsibility: Administrative, Materials, Testing, Geotechnical, and Pavement Management.

Materials Division

The Materials Division consists of the Pavement Design Section, Certification Section (IAS&T), and Nuclear Gauge Laboratory.

The Pavement Design Section has responsibility for the most economical selection of materials used in the various layers of the pavement structure in accordance with the latest AASHTO design standards. During the fiscal year 2006-2007, the Pavement Design Section reviewed and approved 266 pavement structural designs on State projects.

During the fiscal year 2006-2007, the Certification Section conducted the Independent Assurance Sampling and Testing Program on 936 miles of roadway construction for compliance with specifications. Certification to the Federal Highway Administration of the materials used, along with the quality of construction for the above work, included 81 concrete structures, 15 signalization projects, 5 guardrail projects, 4 highway lighting projects, 3 safety improvement projects, 3 landscaping projects, 2 structure removal projects, and 2 emergency repair projects.

During the fiscal year 2006-2007, the Nuclear Gauge Laboratory repaired 38 nuclear gauges owned by the Alabama Department of Transportation. Sixty gauges owned by the Department were recalibrated. In addition, 384 Department-owned nuclear gauges were leak-tested. These tests were performed semiannually to ensure the integrity of the radioactive source encapsulation. Training and testing is being done by the National Center for Asphalt Technology at Auburn University. Certification is being done by the Nuclear Gauge Manager in the Materials Division.

Testing Division

The Testing Division, or Central Testing Laboratory, is divided into seven Sections: Bituminous, Liquid Asphalt, Concrete, Aggregate, Soils, Physical, and Chemical. The Testing Division has the responsibility and capability for testing and inspecting all materials used by the Department of Transportation for roadway and bridge construction and maintenance. The Testing Division is a source of information and assistance for the other Bureaus and Divisions of the Department, the various roadway and bridge contractors, and materials producers/vendors.

The Testing Division is composed of nine laboratories, each with its own area of expertise and responsibility. It is fully AAP accredited and serves as the statewide reference laboratory in dispute resolutions. Each of the laboratories

receives routine AASHTO Materials Reference Laboratory (AMRL) and ASTM Cement and Concrete Reference Laboratory (CCRL) on-site assessments and participates in applicable proficiency sample testing during the year to ensure test procedure and equipment compliance with all AASHTO Accreditation Compliance Documents. All laboratories have received excellent ratings and the Central Laboratory has been recredited for the year. Laboratory technicians are trained to perform all required tests. The testing facilities and offices for the Testing Division are located on Fairground Road in Montgomery. There are also nine Division Laboratories located throughout the State that work very closely with the Central Laboratory.

Geotechnical Division

The Geotechnical Division consists of the following three Sections: Foundation Investigation, Design, and Hazardous Materials. The Geotechnical Division has responsibility for making recommendations concerning: substructure type for bridge foundations, investigations for bridge culvert foundations; remedial actions for landslide corrections; preparing basic soil data for use by contractors in signing, high mast light pole and signalization projects; soil bearing capacity for retaining walls; slope stability calculations for cuts and fills; fill settlement analysis; bridge scour evaluations; lime sink investigations; underground storage tank and hazardous materials investigations; and corrective action recommendations. This Division also has the responsibility for early recommendations involving geologic hazards during the corridor stage of project development, Wave Equation Analysis and Dynamic Testing on pile foundations for construction, and coordinating the Bureau's environmental activities and responsibility with other Bureaus.

During fiscal year 2006-2007, the Geotechnical Design Section prepared 13 bridge and culvert reports with recommendations to the Bridge Engineer. Also, the Design Section generated 8 slide correction and back slope recommendation reports; 15 sign, signal pole, and high-mast light foundation reports, and 1 retaining wall report. Ninety-nine site specific geo-hydrological reports were prepared for future construction sites. Forty-two Wave Equation Analyses, and 28 dynamic tests and 28 dynamic re-strikes were completed for pile driving hammers in use at on-going project locations.

In addition, the Geotechnical Division's Consultant Geotechnical Engineers conducted subsurface foundation investigations for 24 projects, which included 11 bridges, 5 soil surveys, 4 retaining wall projects, 2 special projects, and 1 sign, signal pole, and high-mast light foundation reports.

The Foundation Investigation Section conducted subsurface foundation investigations for 32 bridge projects, 32 soil surveys, 13 slope studies, 12 culverts, 16 sign/lighting projects, 2 earth slide studies, 5 sinkhole studies, 7 retaining wall projects, 2 building foundations and assisted with sampling at 2 hazardous materials site. The total footage drilled for these projects was 41,802 feet.

The Hazardous Materials Section provided hazardous materials clearance for 52 projects; generated 9 reports of intrusive investigations at underground

storage tank or hazardous materials sites; managed 16 corrective action sites, of which 6 were closed out during the annual report time period; and performed 86 environmental audits of Department facilities.

Pavement Management Section

The major responsibility of the Pavement Management Section is to develop, support, and manage the Department's pavement management system through the collection of pavement performance data, the maintenance of the system's database, and management of the system reporting activities.

The Pavement Management Section has collaborated with the University Transportation Center for Alabama and the Aging Infrastructure Systems Center of Excellence at the University of Alabama to develop a new pavement condition-rating algorithm based on automated pavement distress surveys. The new algorithm will be incorporated into a new pavement management system that is being developed in-house with the assistance with the Engineering Support Section of the Computer Services Bureau.

The Data Quality group manages the contract for automated network level pavement distress surveys. These surveys were performed by Pathway Services Inc. and covered the entire National Highway System and all state routes in the Fifth through the Ninth Division.

The Pavement Parameters group made friction resistance measurements on the Interstate routes in the State, on all State routes in five Divisions as well as periodic measurements at the NCAT Test Track. The Department's two pavement friction testers were calibrated at the Texas Transportation Institute. International Roughness Index (IRI) data was collected statewide on all State routes and on non-state route HPMS sample sections. IRI data was collected by Pathway Services Inc. and by the Pavement Parameters group.

The Falling Weight Deflectometer (FWD) group performed structural capacity testing on proposed Interstate maintenance projects and on all maintenance resurfacing projects in each Division. The Department's two FWDs were calibrated at the regional test facility located at the Texas Transportation Institute.

BUREAU OF OFFICE ENGINEER

The Bureau of Office Engineer is the Office of Record for the Alabama Department of Transportation (ALDOT) and acts in an advisory capacity to the Transportation Director, Chief Engineer's Office, Bureau Chiefs, and Division Engineers in matters of finance and administration of federal funds and in other areas pertaining to the general function of ALDOT.

The Bureau is also responsible for coordinating all Federal Disaster Relief Funds and Emergency Relief Funds with the Federal Emergency Management Agency (FEMA) and the Federal Highway Administration (FHWA), respectively. The Bureau also coordinates with various division offices the programming for projects that ALDOT must undertake relative to these emergency situations. The

Bureau submits plans and other documents as needed for approval on these projects.

The Bureau is divided into three primary sections: Engineering and Authorizations, Plans and Proposals, and Contract Preparation and Review. The Bureau currently employs approximately 35 personnel. The Bureau uses four software systems from the AASHTO TRANSPORT software suite to accomplish its objectives. The Proposal and Estimates System (PES) is used to allow division and central office personnel to estimate projects, provide project estimate data to FHWA, and create proposals and electronic bidding files for contractors. The Letting and Award System (LAS) enables the Plans and Proposals Section to electronically create notices to contractors, track proposals, manage proposal addendums, maintain a list of bidders, gather bid tabulation information, prepare bid review data, and provide contract price estimates to FHWA. Contractors use the program Expedite to prepare their proposal bids electronically. The final piece of software, Decision Support System (DSS), provides the Bureau the ability to do market-share analysis, collusion detection, bid review, and historical price calculations for estimating purposes. The Bureau has implemented Internet bidding.

Engineering and Authorizations Section

The Engineering and Authorizations Section is charged with developing and maintaining special knowledge and technical capability in the areas of plan reviews, project cost estimating, federal funding, subletting, labor compliance, and federal and state laws. The Section provides detailed information and advice to other bureaus and divisions within ALDOT, as well as FHWA.

This Section consists of four subsections: Engineering, Bid Review, Subcontracting and Labor Compliance, and Authorizations and Agreements.

The Engineering Subsection performs final plan reviews and coordinates the proper resolution of all resulting comments and suggestions prior to the development of the final State's estimates, which are part of the Plans, Specifications, and Estimate (PS&E) assemblies submitted to FHWA for authorization. Additionally, the Subsection coordinates the efforts of other bureaus and divisions in producing all necessary municipal and county resolutions, lighting and signalization agreements, environmental clearances, right-of-way certificates, and utility certificates to ensure that all applicable legal clearances are obtained for each project prior to advertising for bids.

The Bid Review Subsection tracks and analyzes the competitive activities of contractors, vendors, and suppliers within the Alabama economic environment. This Subsection also reviews contractor bid data and provides assistance to the Bid Review Committee in evaluating contractor bids received each letting.

The Subcontracting and Labor Compliance Subsection, in FY 2007, approved 1,483 subcontracts totaling \$319,249,137.00. Approval processes involve checking for applicable insurance certificates, checking subcontracts for pertinent information that is required by federal and/or state regulations, and having direct communication with prime contractors, subcontractors, and

insurance representatives. Individual project decisions involving compliance or noncompliance with federal regulations or how to classify certain types of activities are made by this Subsection.

The Subcontracting and Labor Compliance Subsection is also responsible for aiding division personnel in their reviews of labor payrolls to ensure compliance with state and federal regulations regarding payment of minimum wage rates on all federal-aid highway construction contracts. Recommendations for new wage rates are submitted through this Subsection to the U.S. Department of Labor for approval. Various reports are prepared and submitted to FHWA on labor interviews, violations, and investigations. Contractors are advised concerning policies and procedures of labor compliance and federal regulations governing them as contractors. All contract supplemental agreements, change requests, and time extension requests are processed through this Subsection.

The Authorizations and Agreements Subsection maintains financial control of the various classes of federal-aid highway funds and obligation authority apportioned and allocated to Alabama. Status records of the amounts suballocated to each of the sixty-seven counties are also maintained in the Subsection. This Subsection has extensive responsibility for the administration of projects for which state officials act on behalf of federal officials to issue certain approvals and authorizations.

Requests for FHWA authorization and funding for all federal-aid preliminary engineering, right-of-way, utility relocation, and construction projects are prepared in this Subsection. Project authorizations and budget requests are processed through the CPMS system, and the appropriate divisions and bureaus are notified via e-mail. This Subsection exercises the management control to see that project agreement estimates are prepared with all non-contract items properly shown, and to ensure that proper federal funding is requested.

Plans and Proposals Section

The Plans and Proposals Section is responsible for conducting transportation lettings, processing applications for pre-qualification from contractors who wish to bid on work let by ALDOT, providing reprographic and printing services for ALDOT divisions and bureaus, and providing records management services and oversight for ALDOT.

The Plans and Proposals Section is comprised of three subsections: Proposals, Contractor Pre-qualifications, and Records Management.

The Proposals Subsection is responsible for advertising and conducting transportation lettings, typically on a monthly basis. Proposal packages are created, plans are reviewed, and both are printed and sold to contractors for their use in submitting bids for the construction of all projects. During the past fiscal year there were 15 lettings held that included 259 projects with 774 responsive bids received. A total of 254 projects were awarded in the total amount of \$658,270,838.58. The 15 lettings in Fiscal Year 2007 may be summarized as follows:

FISCAL YEAR 2007

<u>PROJECTS AWARDED AND REJECTED</u>	<u>TOTAL AMOUNT</u>
<i>Interstate and National Highway System Projects</i>	
49 Awarded	\$417,774,351.46
4 Rejected	41,138,430.30
<i>Appalachian Development Projects</i>	
3 Awarded	\$3,961,987.17
0 Rejected	0.00
<i>Special Projects, Forest Highways, and Public Lands</i>	
4 Awarded	\$3,961,987.17
0 Rejected	0.00
<i>Other Federal-Aid Projects</i>	
124 Awarded	\$165,865,302.79
1 Rejected	2,491,007.01
<i>State Funded Projects</i>	
15 Awarded	\$23,529,420.21
0 Rejected	0.00
<i>State Maintenance Projects</i>	
59 Awarded	\$40,681,693.45
0 Rejected	0.00
<i>Total Awarded: 254</i>	
<i>\$658,270,838.58</i>	
<i>Total Rejected or Forfeited: 5</i>	
<i>43,629,437.31</i>	
<i>Total Non-responsive: 1</i>	
<i>0.00</i>	

Due to the necessity for the production of large quantities of plans for all phases of transportation work, the Bureau maintains in this Subsection the necessary personnel and equipment to reproduce large quantities of engineering drawings. The Subsection also provides large volume printing services for such materials as training manuals and recruiting packages.

The Contractor Pre-qualification Subsection approved 369 contractors to bid on highway construction projects let by ALDOT. The annual approval process requires the review of applications that include confidential financial statements, and equipment and experience questionnaires.

The Records Management Subsection is a newly formed unit responsible for working with the State Records Commission and the various ALDOT divisions and bureaus to develop and implement a records management policy. The subsection has developed and received approval of Records Disposition Authorities for 12 of ALDOT's 30 operational units. Each Records Disposition Authority is intended to give guidance for records retention and destruction activities.

The Subsection has worked closely with the Computer Services Bureau to develop a digital records archive of ALDOT's important engineering records. These records are available to appropriate ALDOT employees throughout the state via ALDOT's intranet system. The Subsection is also working to develop

digital workflow systems and policies in order to capture and archive ALDOT work products at appropriate intervals in the development process. Further, renovation of a large portion of Building L at the Central Office Complex for use as the Department's archive and offices for the Records Management Subsection was initiated during this fiscal year.

Contract Preparation and Review Section

The Contract Preparation and Review Section is the administrative branch of the Bureau of Office Engineer. This Section is responsible for the preparation of contracts and the award and issuance of work orders for ALDOT construction projects.

OFFICE OF PERSONNEL AND COMPLIANCE

The Personnel & Compliance Bureau is responsible for providing a complete and vast array of Personnel and Equal Employment Opportunity services to the Department. The Bureau's organization consists of the following sections: Administrative, Transactions, Recruiting, Risk Management, Employee Assistance Program, and Compliance.

The Personnel Section of the Bureau coordinates between the State Personnel Department and the Bureaus and Divisions of the Alabama Department of Transportation personnel requests for all hiring, separations, and/or disciplinary actions. In addition, the Bureau is responsible for facilitating the handling of all appointments, payroll submissions, and related personnel programs. This section maintains employee records and handles personnel action procedures for approximately 4636 employees in 100 different job classifications during the past year. During this fiscal year period, the average semi-monthly payroll was \$6,996,483.90.

The general organizational structure of the Alabama Department of Transportation is shown in the Statistical Section of this report. Included in this report is a listing of the principal subdivisions and chief officials of the Department of Transportation, personnel and payroll comparisons for the last two fiscal years, monthly totals of appointments and separations for the last fiscal year, and comparative annual figures on appointments and separations. The personnel and payroll comparisons include all non-status personnel.

Recruitment

The Alabama Department of Transportation (ALDOT) offers many rewarding careers encompassing a variety of disciplines. We at ALDOT believe that our most valuable assets are our employees. Thus, the ALDOT Personnel Bureau's Recruiting Section is responsible for providing the Department with a qualified applicant pool of candidates for employment consideration within this agency. We steadfastly adhere to a diverse workforce.

The ALDOT Personnel Bureau's Recruiters continuously recruit at college/university and military career events within Alabama, throughout the Southeast, and other parts of the United States. Additionally, Recruiters reach

out to high schools throughout the state to augment ALDOT's potential work force. The Recruiting Section also manages the Student Aide and Occupational Student Trainee initiatives.

Risk Management

The Personnel Bureau authorizes an Assistant Bureau Chief/Designated Employee to administer the Alabama Department of Transportation's Risk Management Section.

Risk Management coordinates with the Department of Finance, Division of Risk Management (DORM) that administers the State Employee Injury and Compensation Trust Fund (SEICTF) Program. The Section acts as a liaison to expedite all matters relating to needed services for injured employees, and may provide a representative who serves on the SEICTF Review Board Committee, as necessary. For Fiscal Year 2006-2007, total claims reported were 607 with one (1) fatality. The total of payment for benefits paid was \$679,493.55. The total Reserves for the above claims were \$941,492.02.

The Risk Management Section coordinates various programs for the Department. Two significant programs include providing Safety Informational Assistance to the various Divisions and Bureaus and the Drug and Alcohol Testing Program for Commercial Drivers Licensed (CDL) Employees. Providing Safety Information Assistance is accomplished by maintaining an extensive Safety Video Training Library for ALDOT's numerous Sections usage. In addition, the Section directs the federally mandated CDL Drug and Alcohol Testing Program for over 1,100 CDL Drivers in the Department. The program is successful with less than one percent of all tested participants showing positive test results; in line with the national average.

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 Programs: blood pressure screenings; immunization program, which provides Flu, Tetanus, and Pneumonia immunizations, when available.

Relating to other State-sanctioned programs, the Section coordinates the Central Office's bi-annual American Red Cross and Life South Blood Drives.

Employee Assistance Program

The Department of Transportation recognizes that a wide range of problems, not directly associated with one's job function, may have an adverse effect on an employee's job performance. The Department's Employee Assistance Program provides the Department personnel the opportunity for any needed counseling, assessment, or referral activities to enhance their well-being. The program is designed to assist in the identification and resolution of problems associated with employees impaired by personal concerns including, but not limited to, health, marital, family, financial, alcohol and drug abuse, emotional, stress, or other personal concerns which may adversely affect employees' job performance. The decision to seek help for any of these problems is an individual matter, but it is in the best interest of the employee and the Department if

problems are addressed and treated at the earliest possible date.

Referrals to the Employee Assistance Program may be made by employees (self-referrals) or supervisors (supervisory referrals). The decision to accept assistance is the responsibility of the employee. An employee's participation in the program is voluntary; even those referred by their supervisor. All services provided by the Employee Assistance Program are confidential.

Compliance Section

The Compliance Section of the Personnel and Compliance Bureau was established as the result of a merger of the Personnel Bureau and the Human Resources Bureau. The Compliance Section was formed in February 2006. The Compliance Section operates under the direction of the Assistant Director of Transportation's office, and is managed by Chief of the Personnel and Compliance Bureau. The Compliance Section is primarily responsible for maintaining the administration of a continuous EEO/Affirmative Action Program for the Alabama Department of Transportation (ALDOT). The program is designed to implement federal and state laws as well as regulations issued by federal agencies regarding Equal Employment Opportunity (EEO) requirements. The Compliance Section was organized into three operational units during this reporting period.

The Internal Program Unit is comprised of the following program activities: Title VII and grievances; Americans with Disabilities Act (ADA); Internal Affirmative Action Plan; and Youth Transportation Programs. The Internal EEO Program is primarily responsible for conducting the investigation of complaints of discrimination, employee grievances and monitoring adverse personnel actions. Additionally, the Internal Program activities include the implementation and monitoring of the ALDOT Affirmative Action Plan. The Internal Programs Unit implemented a new format for the reporting of ALDOT's Affirmative Action Plan, in accordance with Federal Highway Administration guidelines. The Internal Program is staffed by a Unit Supervisor, four (4) Equal Employment Officers and support personnel.

The Title VII program addressed thirteen (13) complaints of discrimination, received, processed and resolved; eight (8) employee grievances were processed and resolved. The Title VII program activities included participating in forty-three (43) termination reviews and forty (40) suspension reviews.

The External Program is responsible for the monitoring of contact compliance activities related to the administration of federal-aid highway construction contracts as well as major EEO program development and implementation as required by the FHWA. The program is designed to ensure equal employment and opportunity in training and subcontracting by contractors awarded federal aid projects by ALDOT. The Unit is divided into three operational functions: (a) Contract Compliance; (b) Title VI Program; and (c) On-the-Job Training Program (OJT). The External Program is staffed by a Unit Supervisor, and five (5) EEO Officers and support personnel.

The Title VI Program is administered by the External Program Supervisor. The Title VI program is conducted in accordance with the 1964 Civil

Rights Act as amended, the nondiscrimination provisions apply to all programs and activities of federal aid recipients, sub-recipients, and contractors regardless of tier. The mission of the Title VI program entails conducting reviews of each operational unit within the ALDOT organizational structure that affects the disbursement of federal funds to entities that are designated as recipients of such funds.

In performing the reviews, the Title VI Unit analyzes the environmental, social, and cultural impact documents and various administration documents to determine the existence of Title VI violations. In addressing its mandate, to monitor public involvement in the ALDOT decision-making process, the unit attended seven (7) public meetings that had Title VI implications on minority communities. During this reporting period, there were thirty-five (35) meetings conducted and all were monitored. Additionally, the Unit attended six (6) Metropolitan Planning Organization (MPO) meetings and reviewed the minutes of forty-eight (48) meetings for Title VI implications.

Disadvantaged Business Enterprise/Supportive Services Program

The Disadvantaged Business Enterprise/Supportive Services (DBE/SS) Program is authorized under the Nondiscrimination Statute of Title 23, United States Code (U.S.C.), sect. 140(c), which authorizes the U.S. Secretary of Transportation, in cooperation with any other department or agency of the Government, State, agency, authority, association, institution, and Indian Tribal government to develop, conduct, and administer training and assistance programs in order that minority businesses may achieve proficiency to compete on an equal basis for contracts and subcontracts.

The DBE/SS program is designed to increase the total number of minority businesses active in the highway construction industry and to contribute to the growth and eventual self-sufficiency of individual minority businesses. The program was created to provide services to help DBE firms develop and improve long-term development, immediate and long-term business management, capacity building, record keeping, financial and accounting capabilities, as well as increasing opportunities for DBE firms to participate in a variety of highway related work and handle increasingly significant projects. It is a tool that ensures the improved economic growth and future of the firms owned by socially and economically disadvantaged individuals.

The DBE Unit of the Personnel and Compliance Bureau is comprised of four (4) operational components: (a) Supportive Services; (b) Federal Transit Authority; (c) Certifications, and (d) the Uniform Certification Program. The DBE program has established a goal of 9.14% for FY 06-07. The DBE Unit is staffed with a Unit Supervisor, four (4) EEO Officers and support personnel.

Certification records for FY 2007 indicate forty-two (42) businesses were certified as DBEs. Seventy-two (72) businesses applied for certification. Eighteen (18) firms were denied certification, and seven (7) firms have appealed to the DBE Appeals Committee. The DBE Unit has completed the development of a Uniform Certification Plan (UCP), which denotes that ALDOT will be the

“clearinghouse” for DBE certifications, which relate to various modes of transportation functions.

The Supportive Services component of the DBE program is tasked with the responsibility to provide technical assistance to developing DBEs who qualify to conduct business with ALDOT in conjunction with prime contractors or as a stand-alone prime contractor. The provision of services provided to DBEs is administered in collaboration with five Historically Black Colleges and Universities (HBCU). Collectively, the institutions provided technical training courses to one hundred-three (103) individuals representing various DBE business entities. Additionally, the DBE Unit collaborated in the presentation of two (2) Economic Development Institute (EDI) training sessions, which were attended by sixty-three (63) representatives of DBE firms.

Federal Transit Authority (FTA), functioning with the ALDOT DBE program, works to identify DBE firms that are non-construction related that desire to engage in a business relationship with ALDOT. The non-construction businesses must meet the requirements for being certified as a DBE in order to be considered for business opportunities with ALDOT. Additionally, the FTA program monitors sub-recipients and grantees that provide services of a transportation nature for compliance with the federal regulations, in conjuncture with various ALDOT's Bureaus.

During this reporting period, the FTA Unit certified twenty-seven (27) firms and received applications from forty-four (44) firms seeking business opportunities with ALDOT. The FTA Unit is in the process of updating its Business Directory.

The Uniform Certification Plan (UCP) is presently under review by the Federal Highway Administration. Upon approval, the Plan will render ALDOT as the “clearinghouse” for all DBE firms certified to engage in business with the various airport authorities, the Alabama Docks Authority, and ALDOT. The clearinghouse database will be maintained by ALDOT personnel in the DBE unit.

OFFICE OF PUBLIC AFFAIRS

The Public Affairs office directs and participates in a campaign to inform and educate the public as well as Department personnel on activities of the Department of Transportation through the news media and personal contact. This office responds to and works with the news media, members of the Legislature, and other State agencies to respond to questions and provide timely information. This office is also responsible for special events and projects, as well as writing news releases, other materials for publication, speeches, and making presentations to appropriate audiences. The Public Affairs office also writes and publishes an in-house Newsletter. The Director, Assistant Director, or the Chief Engineer may direct personnel of this office to perform various other duties as they deem appropriate. This office currently has three full-time employees, and one Clerical Aide.

BUREAU OF RESEARCH AND DEVELOPMENT

The Research and Development Bureau provides an interactive source of information for the other Bureaus and Divisions within the Department of Transportation. The Bureau is divided into two main divisions: Research and Product Evaluation.

The major responsibility of the Bureau of Research and Development is to emphasize the incorporation of new technologies and the implementation of research findings into the normal operations of the Department for increased efficiency with minimized effort. The primary missions of the Bureau are:

- (1) Initiate, administer, and conduct applied and developmental research studies designed to improve transportation system operations, materials, products, and technologies particularly related to the planning, design, construction, maintenance, and operations of the state's transportation systems.
- (2) Identify, synthesize, and assess related innovative research results, field tests, technologies, and products particularly related to the planning, design, construction, maintenance, and operations of the state's transportation system.
- (3) Coordinate the department's activities and identify specific implementation objectives and appropriate measures of attainment for the timely application or implementation of those research results, technologies, and products that may prove to be beneficial in the planning, design, construction, maintenance, and operations of the state's transportation system such as those research findings and/or products arising from the Strategic Highway Research Program.

The Bureau of Research and Development is organized to perform these missions through the coordinated activities of the Research Section and the Product Evaluation Section.

The Research Section oversees the Department's research activities, which are supported through the Federal Highway Administration's Highway Planning and Research program, and deals with all phases of highway operations including planning, materials, construction, and maintenance. During the 2007 fiscal year, 19 new projects were approved for funding and 76 continuing research projects were active including 4 National Transportation Pooled Fund Projects. Researchers at state universities conducted the research under the direction of the Research Advisory Committee.

The Pavement Test Facility at Auburn University is fully operational with its third round of research. This test facility validates pavement designs and ultimately provides design recommendations for longer lasting pavements in the future.

The Product Evaluation Section acts as a data collection and correlation center for all items to be brought before the Product Evaluation Board as well as the keeping of all records, accounting and documentation. The evaluation of new products is reviewed and acted upon by the Product Evaluation Board. The Product Evaluation Board has the responsibility to act as a clearinghouse where

proposals of manufacturers, producers, and others promoting new products, technologies, and processes for highway use can be reviewed and given proper consideration and disposition by the Department. Ninety four new products were formally submitted to the Board during this fiscal year. Of the 94 products submitted, 45 were approved, 8 were disapproved, and 41 are currently under evaluation for approval. The Product Evaluation Section has the responsibility of delegating the testing and evaluation of products submitted to the Product Evaluation Board along with the actual field testing of certain products. Cable guardrail systems, signal heads, concrete overlay systems, concrete patching materials, wattles, concrete anchoring systems, structural steel coatings, truncated domes, concrete admixtures, rolled erosion control products, and automated flagging systems were among some of the items tested and evaluated.

The Product Evaluation Section is also responsible for the evaluation of experimental projects now active on construction projects in Alabama. Inspections are made periodically throughout the year on each of these projects.

BUREAU OF RIGHT OF WAY

Responsibilities

The Bureau-of-Right of Way is responsible for acquiring property for the construction or improvement of the State Highway System and for inventory and management of these properties. This responsibility includes relocation of individuals, families, and businesses displaced by these transportation projects.

Organization

There are currently 24 people employed in the Bureau. It is organized into 4 Sections, which handle (1) Administrative/Clerical; (2) Appraisal Review, Appraising; (3) Engineering; (4) Relocation Assistance, Property Management, and Acquisition.

Activities

During the fiscal year 2006-2007, expenditures for Right of Way operations amounted to \$38,146,657, which include attorney fees, appraiser fees, staff appraiser costs, court costs, negotiated right-of-way purchases, Probate Court awards, Circuit Court awards, relocation costs, and miscellaneous costs. Eight hundred twenty seven (827) parcels of land were acquired during this period on all State road systems. Of this number, 82 percent was obtained through negotiations with the property owners and 18 percent was acquired by condemnation, with many tracts in this category reaching court because of title defects rather than lack of agreement with property owners.

During the fiscal year relocation payments to individuals, families, businesses, farms, and nonprofit organizations amounted to \$2,608,680.

The Property Management Section is responsible for handling sales of uneconomic remnants, right-of-way and access rights, leasing of land and structures acquired prior to the construction contract, recording oil and gas leases and for maintaining all ALDOT real property inventory. Proceeds from

land leases, oil and gas leases, uneconomic remnants and excess property on closed projects are credited to US Code Title 23 funding. Open project proceeds are credited back to the project. Land leases (99) generated \$188,434, and oil and gas leases (15) generated \$240,496 in revenue for fiscal year 2006-2007. Rental receipts from acquired properties totaled \$38,900. Income derived from the sale of uneconomic remnants, right-of-way and access rights amounted to \$264,110. The State received \$151,114 from the sale of structures.

The Right-of-Way module for the Comprehensive Project Management System (CPMS) implemented two (2) years ago continues to be a successful tool for processing and tracking Right of Way activities. This system is designed to handle large volumes of data and allow for easy access to information about right-of-way projects.

In FY 2007, the Appraisal Review Section of the Right of Way Bureau reviewed 346 appraisals of right of way tracts located throughout the State. This total was comprised of 258 Administrative Reviews (74.57%) and 88 Technical Reviews (25.43%). In addition, there were five Compliance Reviews (Uniform Standards For Federal Land Acquisitions) completed on real property appraisals submitted by other State Agencies.

This Section approved agreements totaling \$1,344,600.00 with independent fee appraisers for right of way real property acquisition appraisals of 674 tracts throughout the State. This compared with \$737,830.00 in approved appraisal agreements for 365 tracts in FY 2006. The average per tract appraisal cost remained roughly the same at \$1,995.00 as compared to FY 2006 that indicated \$2,021.00. In FY 2007, 238 tracts of right of way were valued by use of F.H.W.A. approved and encouraged Appraisal Waivers prepared by Division right of way personnel. Those tracts valued by Waiver Valuations did not require traditional appraisals and resulted in cost savings to the Department.

The Engineering & Mapping Section prepares right-of-way maps, deed descriptions and property sketches showing right-of-way or easements to be acquired. The recent implementation of the new web-based software package, NetSpex has streamlined the production process, improved workflow between Design and Right-of-Way personnel, and aided in the production of a more standard and consistent work product.

The section also oversees the production of maps generated by Divisions and consulting firms and reviews their work for accuracy and consistency. This process has been improved significantly as more and more users statewide have begun using the CPMS Right-of-Way module, making it possible to track project status by accessing the CPMS records directly, rather than the old painstaking manner of inquiring through email and phone calls. This timesaving process has also improved the overall workflow statewide.

The new OCE 700 Copy machine purchased for the Engineering & Mapping Section has cut the time in half for sending to Archive. The new OCE makes it possible to print copy and create PDF files in a much faster and accurate manner. This also has been a great help in sending maps to other divisions and to personnel in the private sector.

BUREAU OF TRAINING

The purpose of the Alabama Department of Transportation is to construct and maintain safe and efficient roadways and bridges for the traveling public. In order to accomplish this goal, the department provides commensurate training to its employees.

The Training Bureau provides many opportunities for employees to develop knowledge, skills, and abilities through various training and employee development programs: Employee Development Program, EDP Orientation – EA Hands-On-Rotation, Fundamentals of Engineering/Professional Engineering Program (FE/PE Review Course), Engineering Training Orientation Program, and E-Learning. The Training Bureau operates under the leadership of the Transportation Director's Office.

Employee Development Program (EDP)

The EDP is designed to ensure and document that ALDOT provides equal and fair opportunities for all employees to develop job skills important for career advancement. Employees are given opportunities to learn how to perform assignments or duties that would prepare them for examination or promotion in their logical career path. Employees participating in the EDP receive both classroom and on-the-job (OJT) instruction. During the fiscal year 2006-2007, the reported training reflected 2346 ALDOT employees participated in 187 EDP modules and completed 40695 classroom hours of instruction. This total does not reflect any of the on-the-job (OJT) training hours.

EDP Orientation – Engineering Assistant Hands-on Rotation

One of ALDOT's requirements for a newly hired employee in the Engineering Assistant (EA) classification is that the employee will complete a hands-on rotation within three (3) months on the job. The *EA Hands On Rotation* consist of a thirteen (13) day rotation through the following areas: four (4) days on a construction project, one (1) day in the location section, one (1) day in the design section, four (4) days in the Materials and Tests section, and three (3) days in Analysis and Planning. During the fiscal year 2006 – 2007, documentation indicates twenty-one (21) EAs completed the hands-on rotation training activity.

Fundamentals of Engineering/Professional Engineering Program (FE/PE)

The FE/PE Exam Review Course (study session) is a self-study course which lasts for eight (8) consecutive weeks. ALDOT provides the study materials (e.g. manuals, books, etc.). Each course participant is allowed one work day per week, eight hours a day, to study for the exam. ALDOT employees planning to take the FE/PE examinations have the opportunity to register twice a year for the FE/PE review course study sessions. The spring and fall sessions begin eight (8) weeks prior to examination. The maximum number of training hours is sixty-four

(64) per course session. A practice test is administered half way through the course to assist the participants with their preparation for the actual examination.

SUMMARY OF FE & PE PARTICIPANTS FOR 2007

	<u>FE</u>	<u>PE</u>
Employees who participated in the FE/PE Study Review Course 2007:	44	22
Employees who Independently Studied for the FE/PE 2007:	15	18

Engineering Training Orientation Program (ETOP)

Professional development is fundamental to producing top quality engineering personnel in ALDOT. This kind of development is achieved through many transportation engineering related work experiences. While working in areas such as highway location and construction surveying, road and bridge design, road and bridge construction, maintenance, materials and tests, an ALDOT employee can gain experience fundamental to their professional development.

The ETOP is a series of work assignments rotating the entry level Civil Engineering Graduate (CEG) or Professional Civil Engineering Trainee (PCET) through various phases of highway Engineering.

SUMMARY OF ETOP PARTICIPANTS FOR 2007

CLASSIFICATION	NUMBER OF ETOP PARTICIPANTS	COMPLETED AREAS OF ROTATIONAL TRAINING
Professional Civil Engineering Trainee (PCET)	31	41
Civil Engineering Graduate (CEG)	29	55
<i>Total Program Participation:</i>	<u>60</u>	<u>96</u>

E-Learning

ALDOT offers online training, which includes training in the areas of: Desktop Applications, Microsoft Office, Networking and Operating Systems, Programming and Application Development, Web Development, Database Management, Design and Media, and Business Fundamentals with over 600 topics.

The Bureau has the opportunity to utilize many instructional resources in order to provide a diverse training course schedule. The training provided to employees is divided into three sections: Supervisory Skills, Technical Skills, and Professional Development Skills. The Training Bureau provides Skills Training to the employees by utilizing instructional sources such as the Federal Highway Administration (FHWA), the National Highway Institute (NHI), out-of-state agencies, universities/colleges, and private consultants. By utilizing a Distance learning System (Teleconferencing, Web-based training, Internet, and Intranet),

the Training bureau will be able to continue providing employees with more training opportunities in a cost efficient manner.

BUREAU OF TRANSPORTATION PLANNING AND MODAL PROGRAMS

The Bureau of Transportation Planning is operated in cooperation with the Federal Highway Administration through State-matched Federal funds allocated by the Federal-aid Highway Acts.

The Transportation Planning and Multimodal Engineer directs activities of this Bureau. Cooperation, assistance, and advice in the performance of certain activities, and the preparation and presentation of data for the Federal Highway Administration and the Alabama Department of Transportation are received from representatives of the local, Atlanta, and Washington offices of the Federal Highway Administration.

The activities and responsibilities of Transportation Planning are carried out through four operating Divisions: the Surveying and Mapping Division; the Traffic Monitoring Division; the Special Studies Division; and the Statewide and Metropolitan Transportation Planning Division. A brief outline of the work performed by these Divisions is given below.

Surveying and Mapping Division

This Division is responsible for properly conducting field inventories of existing highways, county roads, and traffic generators; for the computer-automated drafting and design of maps of the 67 counties from the latest aerial photographs, U. S. Geological Survey Quadrangles, road inventory data, and field surveys; for the computer-automated drafting and design of city and urban area maps; for the computer-automated drafting, design, and preparation of State maps for use in the printing of the Official State Highway Map and for use by the various State agencies; video logging of our State road system to provide an inventory record for signing, marking, and maintenance conditions, field data for planning studies and permit investigation, etc.; and for preparing maps, sketches, and various other items as requested by the Transportation Director, other Department of Transportation Officials, other State agencies, or the Federal Highway Administration.

Traffic Monitoring Division

The Traffic Monitoring Division is responsible for the data collection and analysis of all coverage counts, both rural and urban, key station traffic counts, automatic (permanent) traffic recorders, and loadometer (truck weight) studies. This Division also conducts traffic studies for highway and bridge design, justification of projects and routes, special studies, traffic signals and railroad grade crossing signals, and conducts other various studies as requested by the Transportation Director, other officials of the Alabama Department of Transportation, or the Federal Highway Administration. This Division also is responsible for collecting and submitting all traffic and weight data required by

the Long Term Pavement Performance (LTPP) program. In addition, this Division maintains, installs, and repairs all traffic recording equipment.

Special Studies Division

The Special Studies Division is divided into three major areas: Systems and Records, Project Management, and Fiscal and Statistical.

The Systems and Records Section is responsible for establishing and maintaining a uniform reference system for accident reporting; developing and maintaining the Highway Performance Monitoring System; determining and maintaining the Highway Functional Classification of all roads in the State; preparing and coordinating requests to the Federal Highway Administration in the development of the National Highway System; maintaining an up-to-date file on route descriptions and mileage for all road systems; preparing annual mileage tabulations on all road systems for submittal to the Federal Highway Administration; preparing documentation for changes in State, Interstate, and U.S. route systems; preparing and coordinating the Alabama Department of Transportation's Annual Report; preparing various reports, maps, tabulations, and charts as requested by the Transportation Director, other officials of the Alabama Department of Transportation, or the Federal Highway Administration; and performing various special studies as required.

The Project Management and Federal-aid Programming Section of the Special Studies Division is responsible for the development and maintenance of the Comprehensive Project Management System (CPMS), a client server-based, project, program, and financial-aid management system. It supports the Department's construction program by tracking project data and status from inception to completion, to include project financing and project scheduling. This Section prepares and submits the Statewide Transportation Improvement Program as required by FHWA, as well as the Five-Year Plan as required by the Joint Transportation Committee. Project information is provided on maps and reports as required. This Section coordinates the Department's Federal-aid program with FHWA and maintains status records of the various classes of Federal-aid highway funds and obligation authority apportioned and allocated to Alabama.

The Fiscal and Statistical Section of the Special Studies Division is responsible for preparation of tabulations showing the Alabama Department of Transportation income and expenditures; gross revenue collected from gasoline tax and how distributed; gross revenue collected from motor vehicle license fees and how distributed; operation and transaction of the highway sinking funds, county and city finances, motor vehicle registrations, certain requisitions, material receipts, and expense accounts; preparation of special reports and tabulations requested by the Transportation Director and other officials of the Alabama Department of Transportation or Federal Highway Administration; and preparation of requests to the Federal Highway Administration for reimbursement of the Federal portion of the operation expenses of the Bureaus of Transportation Planning, Research and Development, and Multimodal.

Statewide and Metropolitan Transportation Planning Division

The Statewide and Metropolitan Planning Division is primarily responsible for assisting urbanized areas in developing comprehensive, cooperative, and continuing transportation plans as required by USC Title 23, Sec. 134 and Sec. 135. There are twelve urbanized areas within Alabama, and Metropolitan Planning personnel work on a daily basis with Metropolitan Planning Organization (MPO) staffs in developing and administering their transportation programs offering general guidance and assistance in the development and preparation of the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), and Long-Range Transportation Plan. This Division receives and reviews payment invoices from the twelve urbanized areas' MPOs for reimbursement on Federal Transit Section 5303 Funds and Federal Highway Administration Transportation Planning Funds.

In addition to carrying out functional classification of the adopted street network in each of the twelve urbanized areas, this Division also oversees the computer-modeling and traffic-forecasting techniques and processes utilized by Metropolitan Planning Organization staffs in the preparation of Long-Range Transportation Plan and offers training and technical assistance to MPO staffs.

In addition, this Division writes and maintains all agreements between the State and counties/cities/towns on all projects involving State and Federal funds, and also supplies data on all traffic requests to nine Alabama Department of Transportation Divisions and to other Bureaus in the Central Office of the Alabama Department of Transportation. The Statewide and Metropolitan Planning Division supports technical functions of the Department through the Highway Planning and System Analysis Sections.

The Statewide Transportation Planning Section of this Division formulates and implements the Statewide transportation planning process required by USC Title 23, Sec. 135.

MODAL PROGRAMS

Modal Programs is responsible for the management and oversight of the multimodal transportation programs for the Alabama Department of Transportation. This Section of the Bureau administers both rural and urban public transportation programs including the elderly and persons with disabilities capital assistance program pursuant to Legislative Act 82-456. Two new formula programs, Job Access and Reverse Commute and New Freedom, will be launched during Fiscal Year 2008.

This Section is organized into six functional areas with each addressing a separate program responsibility. These program area units are listed as follows:

- Administration Program
- Special Programs
- Public Transportation Program
- Rail Programs

- Safety Programs
- Financial Management Program

The management and responsibilities for each functional area unit are described as follows:

Administration Program

The Administration Unit is responsible for determining the operations and implementation of all responsibilities assigned to this Section. This Unit ensures the policies, procedures, and guidelines of the Department are incorporated in the daily operations to accomplish the assigned tasks.

Special Programs

The Special Programs Unit administers the following responsibilities:

- Transportation Enhancement (TE) Program
- Bicycle and Pedestrian Program
- Transportation and Community and System Preservation (TCSP) Pilot Program, Demonstration Projects (DE) Program and High Priority Program (HPP)
- Scenic Byways
- Transit Special Projects

The Transportation Enhancement Program funds projects such as historic restoration and preservation; landscaping and beautification; provides facilities for bicycle users and pedestrians including safety; and educational programs, etc. The administration of this program requires the receipt and evaluation of an application, coordination and outreach with the applicants, and oversight of the project implementation. During FY 2007 there were 43 applications funded utilizing approximately \$11.5 million of Transportation Enhancement Program funds.

Federal legislation requires the development of a Bicycle and Pedestrian Plan as part of the statewide transportation planning process. This Unit is responsible for the development and oversight of this Plan. Work continues on the development of this plan that will assess the existing facilities being used by State and local governments, as well as assess existing laws and regulations, and develop potential designated bicycle routes throughout the state.

The Transportation and Community and System Preservation (TCSP) Program is a discretionary program providing funds for a comprehensive initiative that includes grants earmarked for states, metropolitan planning organizations, and local and tribal governments. These grants can be used to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services and centers of trade; examines development patterns and identifies strategies to encourage private sector development patterns that achieve these goals. During

FY 2007 there were no new TCSP projects assigned to this unit for implementation.

The High Priority Program provides designated funding for specific projects identified in SAFETEA-LU. This Unit implemented twelve (12) new projects, totaling approximately \$5.88 million that were identified in the Federal transportation legislation and continued on-going administration of two (2) others. The Demonstration Projects (DE) Program also provides designated funding of specific projects identified in the Federal transportation legislation. There were no new DE Projects implemented during FY 2007. However, there are fifteen (15) existing DE projects under development and in various stages of implementation.

The Scenic Byway Program designates roads as Scenic Byways based on the archaeological, cultural, historic, natural, recreational and scenic qualities along the corridor. There is both a State and a National designation process and grants are available for both classifications of byways. This Unit is responsible for review and processing grants and national designation applications, submitting the applications to FHWA, and for providing oversight of project implementation. There are eight (8) on-going Scenic Byway projects under development and in various states of implementation. During FY 2007, one Scenic Byway project received federally designated funding for \$112,000.

Transit Special Projects is responsible for oversight of the Federal Transit Administration (FTA) 5309 Capital Investment Program in the State of Alabama. These are Federal funds designated for transit vehicle purchases and transit facility construction. To date the State of Alabama has received more than \$225 million of federally funded earmarks in addition to the normal formula transit grants received.

The program goals have two objectives: (1) to provide the administrative guidance to the grantee through the grant development process leading to obligation of Federal funds as quickly as possible and (2) to implement the approved grants in accordance with the scope of work defined and to meet the timelines established for the project..

The Transit Special Projects Unit was formed in partnership with the FTA Region Four Office in Atlanta to provide technical assistance for the overall grant management funding. This partnership was executed through a Memorandum of Understanding between ALDOT and the FTA Region Four Office. The implementation strategy consists of regular meetings and training sessions for grantees to review and discuss information related to the grants. Meetings have been held with grant recipients and assistance has been provided to obtain approval for four (4) additional projects. Continued assistance will be provided to other grant applicants. We continued working with various in-state university transit programs to assist the grant recipients.

During FY 2007, there were no new federally funded earmarks assigned to this unit for implementation. There are four (4) existing projects under various phases of development.

Public Transportation Program

The Public Transportation Unit is responsible for meeting the multimodal transportation requirements outlined in Section 134, Title 23, U.S.C. and Section 1604, 1607, Title 49, U.S.C. Public Transportation is also responsible for administering rural, elderly/disabled, and urban public transportation programs pursuant to Legislative Act 82-456. Rural transportation planning is administered by the Metropolitan Planning Section through the Rural Planning Organizations (RPOs). Urban transportation planning is administered through the Metropolitan Planning Organizations (MPOs). MPOs are composed of local officials from the urbanized areas of Anniston, Birmingham, Florence, Gadsden, Huntsville, Mobile, Montgomery, Phenix City (Columbus, Georgia), Tuscaloosa, Decatur, Dothan, Auburn/Opelika, and Lillian (Pensacola, Florida). Local providers of public transportation are located in 50 counties within the State.

Public transportation-related tasks were continued and expanded. Federal funding for various programs provided a continuation for urban transit planning and rural public transportation planning. The Administration of the State's rural and urban transportation programs, the elderly and disabled transportation program, and ridesharing programs continued. Major activities included the management and administration of twenty-nine (29) ongoing rural transit projects, one hundred plus (100+) projects providing specialized transportation for the elderly and persons with disabilities and seven (7) small urban public transit projects.

The Public Transportation Unit's organizational structure has been modified to facilitate a merger or overlapping of Management and Program Development functional areas. The merger has allowed for the continued implementation of major objectives including (1) to assist transit operators with the design and implementation for transit projects, (2) to enable project monitoring for performance and progress, (3) to improve the Unit's staff and operator communication, (4) to monitor and improve project operational efficiency, (5) to provide technical and general guidance to transit operators and local officials and (6) to provide service and mobility in a cost effective manner.

Capital procurement of project vehicles for all transit operators under contract with the State continued. All phases of procurement including development of specifications, coordination with the Department of Finance, and vehicle delivery and inspection were handled by this Unit's staff. The average yearly capital procurement exceeds 100 vehicles. Personnel prepare and transmit the semiannual and annual Disadvantaged Business Enterprise reports to the FTA Region Four Office for twenty-nine (29) transit agencies.

FTA annually funds a Rural Transportation Assistance Program (RTAP). The program provides technical assistance and training for rural public transit operators. Auburn University is currently under contract with the Department to administer this program.

A number of projects funded through Federal transportation legislation earmarks either were implemented or are currently scheduled for implementation. Several special studies or research projects either has been

implemented or is currently underway involving Alabama institutions of higher education.

Rail Programs

The Rail Programs Unit has five areas of responsibility: (1) rail/highway safety, (2) contract and maintenance project review, (3) agreement preparation and processing, (4) grade crossing inventory and (5) coordination and planning for high speed rail corridors.

Rail/Highway Safety is responsible for the planning and implementation of rail/highway safety projects financed with Section 130 funds. Implementation of rail/highway safety projects consists of the following phases: (1) identify candidate rail/highway crossings, (2) conduct diagnostic reviews of rail/highway crossings, (3) prepare program documents for rail/highway crossings that will be upgraded, (4) review plan development, (5) prepare and process agreements and resolutions and (6) process the final plans for authorization. During FY 2007, nineteen (19) rail/highway safety projects were authorized for construction at an estimated cost of \$4.1 million. These projects consisted of the installation of signs, markings, legends, signals, bells and gates. As part of a \$2 million Federal transportation legislation earmark ALDOT received, a site has been selected in Troy to install the Stop Gate Barrier System at an estimated cost of \$650,000. Rail/Highway Safety is also responsible for implementing procedures outlined in the rail/highway closure law to identify candidate crossings for closure. During FY 2007 six (6) locations in Chilton County were identified as candidates for closure: three (3) locations located in the Town of Thorsby and three (3) locations on roadways maintained by the County. Personnel compile information and data for the Annual Section 130 Report for FHWA as required in the SAFETEA-LU legislation.

Contract and Maintenance Project Review is responsible for the review of plans for contract and maintenance projects that involve railroads on any project. Personnel review plans, make recommendations and attend Plan-In-Hand and PS&E Inspections for the contract projects. Agreements with the railroad are prepared and processed for all contract and maintenance projects that have railroad involvement. Personnel are responsible for conducting on-site reviews of all construction projects with railroad involvement to ensure that there are no utility or right-of-way conflicts on these projects. Personnel attend the monthly schedule meeting to provide progress reports for projects involving railroads to the Chief Engineer, Bureau Chiefs and Division Engineers. Personnel also provide railroad liability insurance data to the Office Engineer Bureau for Railroad Protective Liability Insurance compliance.

Rail Programs Unit is responsible for the update and maintenance of the DOT Railroad Highway Crossing Inventory. Rail personnel make field reviews and complete inventory forms for all rail/highway grade crossings. Approximately 96% of the field reviews for these crossings have been completed. The newly revised Federal Railroad Administration (FRA) Form includes thirty-two (32) new data elements to be reported such as posted highway speed and school bus counts. Photographs are taken of each rail/highway grade crossing in the State

and hyperlinked with the new inventory form. Computer Services developed an application enabling this Unit to hyperlink the crossing number with the railroad grade crossing photographs. Average Daily Traffic (ADT) counts are acquired from the Transportation Planning Bureau. Completed forms are sent electronically to FRA to update the national rail inventory file. Any discrepancies identified are reconciled with the railroads and FRA to provide matching data.

Personnel from this Unit monitor the activities of the Southern Rapid Rail Transit Commission (SRRTC) meetings and provide input when required. The SRRTC consists of the States of Mississippi, Louisiana, and Alabama to promote high-speed rail development along the existing AMTRAK Corridors throughout the three States.

Alabama received an earmark in the 2004 Appropriations Bill for the elimination of a hazardous rail/highway crossing. The earmark was \$1.25 million for developing plans and constructing a grade separation at the Hamilton Boulevard Crossing over the CSX rail line in Mobile. ALDOT has received over \$4 million for this site since FY 2002.

Safety Programs

The Safety Unit is responsible for the management and oversight of the various programmatic safety programs; coordinating outreach programs with Federal, State, local agencies, universities, and private sector interests related to highway safety; and maintaining crash data and statistical information with the goal of improving the output data for use by highway safety interests.

The overall goal of this Unit is to meet the performance goals established in the Strategic Highway Safety Plan (SHSP). The SHSP is part of the SAFETEA-LU legislation that established a goal to reduce crashes and fatalities through the implementation of a statewide comprehensive safety plan. ALDOT engaged the University Transportation Center for Alabama (UTCA) of the University of Alabama to organize the project, provide technical support, work with managers from the Safety Section and the Alabama Divisions of the Federal Highway Administration (FHWA), and facilitate the many stakeholder activities necessary for such a comprehensive effort. The plan has received FHWA approval. The implementation element of the SHSP is now underway. The UTCA is also developing an Intersection Safety Plan for ALDOT.

This Unit has management and oversight responsibilities of safety programs formerly identified as the Section 152, Hazard Elimination (HES) and Optional Safety Programs; the Section 163, BAC .08 Program; and the Section 406, Seatbelt Incentive Program. Activities relating to those programs now fall under the new Federal guidelines of the Highway Safety Improvement Program (HSIP). New programs established under the HSIP with oversight from this Unit are the High Risk Rural Roads Program (HRRR) and the Safe Routes to School Program (SRTS). During FY 2007 approximately \$10.7 million of HSIP funds was obligated to state rural routes for spot safety improvements; \$17.8 million for shoulder widening projects along rural state routes; \$4.2 million for median barrier projects on the Interstate System; and \$6.36 million for HES projects. There were several projects authorized obligating funds to the Department of

Public Safety (DPS) for overtime enforcement projects on the State highway system for approximately \$2.5 million.

The High Risk Rural Roads (HRRR) program applies to any roadway functionally classified as a rural major or minor collector or a rural local road and the crash rate for fatalities and incapacitating injuries (Type A) exceeds the statewide average for those functional classifications of roadways. Program guidelines and application instructions were completed. Applications from sixty-six (66) counties were approved. Approximately \$4.5 million was obligated to counties for improvements.

The Safe Routes to School (SRTS) program promotes and encourages students in grades K-8 to walk and bicycle to school. Program guidelines and application instructions are developed for implementing this program. The program has funding for Infrastructure and Non-Infrastructure projects. The Alabama Department of Public Health and the Alabama Department of Education have entered into \$200,000 Interagency Agreements respectively, to administer the Non-Infrastructure portion of the program. Approximately \$5 million is available for Infrastructure safety improvements statewide under the SRTS program.

The safety outreach programs require a significant effort by this Unit. This involvement is similar to a safety management system but without the formal process normally associated with such a system. The implementation is built around the 4-E concept, namely the engineering, enforcement, education, and emergency response elements. The Community/Corridor Traffic Safety Program (C/CTSP) incorporates these four elements in a given geographical area or community along a given route to enhance the safety effort. The C/CTSP in the Southeast Alabama area along U.S. 431 in Houston, Henry and Barbour counties is almost complete. This C/CTSP along U.S. 431 is in its third and final year. The preliminary crash data reveals a significant reduction in crashes, injuries and fatalities along this corridor. The construction upgrades along U.S. 431 should continue to provide crash reductions. The efforts of this C/CTSP involve nontraditional agencies for safety promotions and education. Previous projects have been very successful while working through the various media outlets, other agencies, and the private sector to promote safety activities and concepts. One of the most significant achievements has been the increased use of seat belts and child restraints by motorists. The usage rate remained steady with an average over 80 percent. This also has contributed to reduced injury severity and fatalities.

ALDOT has a contract with the University Transportation Center for Alabama (UTCA) that developed and implemented a Highway Safety Plan in cooperation with American Association of State Highway and Transportation Officials (AASHTO). This contract also provides for a study to develop data related to run-off-the-road crashes. Another study with the UTCA involves the analysis of intersection related crashes. This project is ongoing.

Safety Programs personnel represents ALDOT on the Safety Management Action and Resources Taskforce (SMART) Committee. SMART consists of a group of Federal, State, local agencies, and the private-sector

interests to review traffic safety issues, promote cooperation among the various interests, and to identify strategies and counter measures to address high priority highway safety needs in Alabama. This program continues and has resulted in better cooperation and understanding between agencies to focus on highway safety issues.

Maintenance of the crash data and providing crash data to the various Bureaus, other agencies, and local governments is one of the Safety Programs functions. Crash report data is submitted to ALDOT through DPS to address approximately 140,000 crashes annually. A Statewide Crash Fact Booklet is developed each year from crash data for the last complete year of records available. The 2006 Crash Fact Booklet has been completed. This information is available on the Internet at <http://care.cs.ua.edu>. Booklets are distributed to Federal, State, and local agencies; police departments; city and traffic engineers; libraries; universities and other interests.

This Unit manages various research projects through the UTCA. ALDOT has a research project underway with the UTCA to improve the crash analysis techniques by merging the crash data with the various roadway characteristic databases. UTCA is also improving the Critical Analysis Reporting Environment (CARE) procedures to incorporate the Intersection Magic Program, which gives the CARE users instant access to collision diagrams to define problems and develop countermeasures. UTCA is also merging GIS capabilities with the CARE program for mapping of crash data. Training is being provided to users to improve their skills for using the CARE Program. Several maps have been developed that has improved the ability to review and analyze the crash results visually throughout the State.

A Crash Analysis Mapping (CAM) area was added to the Safety Section during FY 2007. The function of this area is to implement centerlines on local roads in each county for GIS mapping capabilities. CAM will work with the Computer Services/GIS group on this initiative.

Safety personnel are actively involved in all phases of the Highway Safety Program. Training is available, speakers are provided when requested, safety displays are provided at public events, safety campaigns are developed and provided to support specific Federal and State safety interests, and safety literature and promotional materials are available for distribution. During FY 2007 Safety personnel participated in National Work Zone Safety Week, National Walk Our Children to School Day, Stop Red Light Running Week, Put the Brakes on Fatalities Day, National Child Passenger Safety Week, Alabama Safe Kids Week, (3-D) Drunk and Drugged Driving and Prevention Month, and other similar safety campaigns.

Financial Management Program

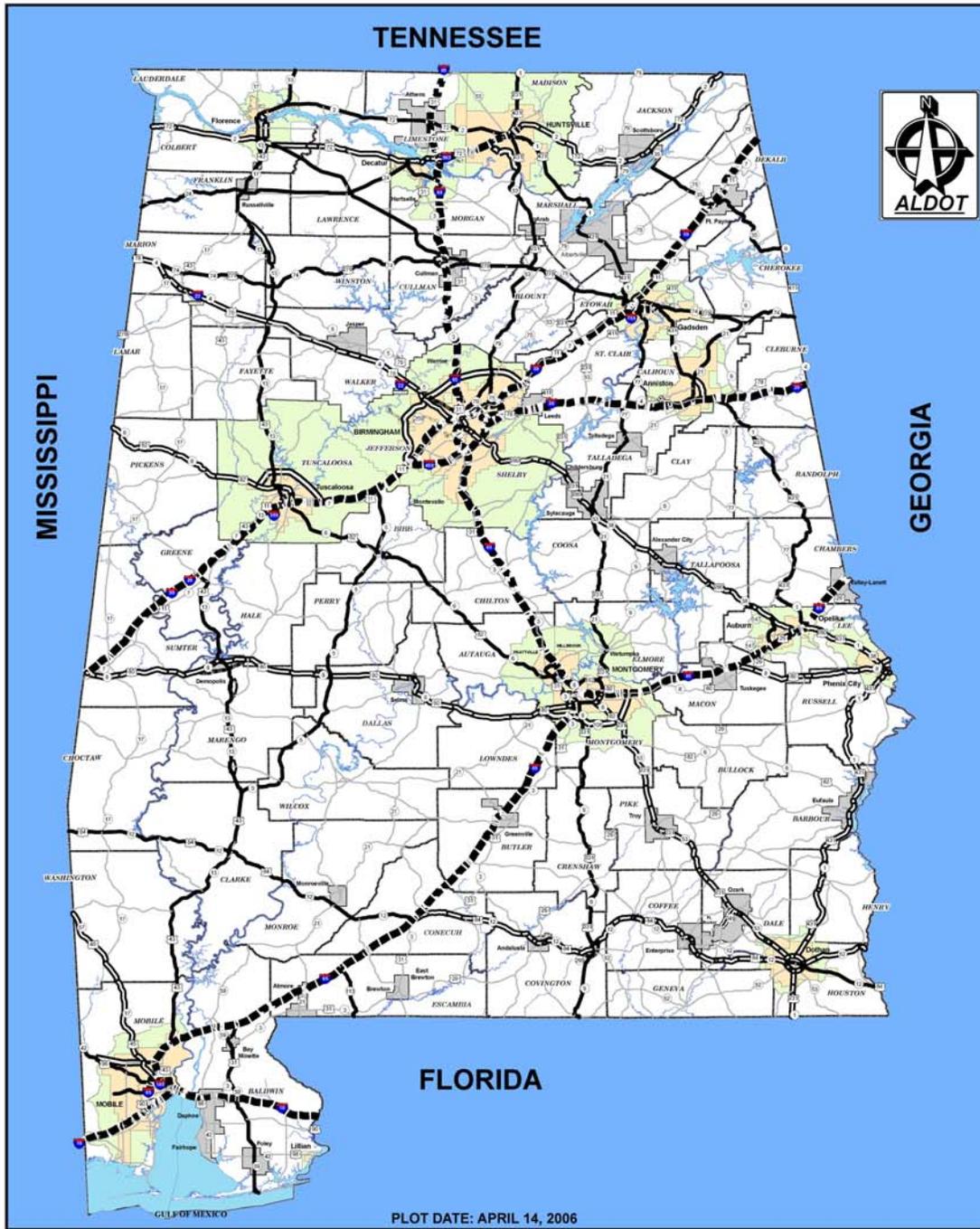
The Financial Management Unit is responsible for reviewing and auditing monthly invoices received from 33 transit agencies within the State of Alabama. These agencies participate in the FTA grant programs administered through the Alabama Department of Transportation. The Financial Management Unit has the responsibility of compiling, maintaining, and reviewing the different fiscal records

necessary to ensure that budgets and expenditures are correct. When transit invoices are properly checked and approved for payment, they are entered into the CPMS computer system and forwarded to the Finance Bureau for approval before being submitted to the State of Alabama Comptrollers Office for payment. Quarterly and annual financial status reports are prepared and submitted to FTA by the Transit Unit based on the information provided through Financial Management. Personnel also review for accuracy, making any corrections or adjustments necessary, and submit the monthly billing to FTA.

Financial Management personnel are responsible for ensuring that match fund checks received from agencies are credited to the proper project number and delivered to the Finance Bureau for deposit. When new vehicles are purchased, Financial Management is responsible for preparing the material receipts to ensure payment to the vendor. This includes obtaining the required signatures and entering the information into CPMS.

Other duties involve accounting responsibilities pertaining to transportation enhancements; bicycle and pedestrian planning; records and invoices related to highway safety activities and other administrative functions for Modal Programs.

STATISTICAL SECTION



Legend

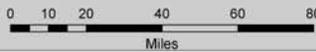
AL_NHS +all other values+	AL_NHS PROPOSED +all other values+
NHS	NHS
0 Non-Inter	0 Non-Inter
1 Inter	1 Inter
2 Non-Inter (STRAIGHT)	2 Non-Inter (STRAIGHT)
3 Inter	3 Inter
4 STRAIGHT Connector	4 STRAIGHT Connector
5 Other	5 Other
6 Inter	6 Inter
7 Other	7 Other
8 Inter	8 Inter

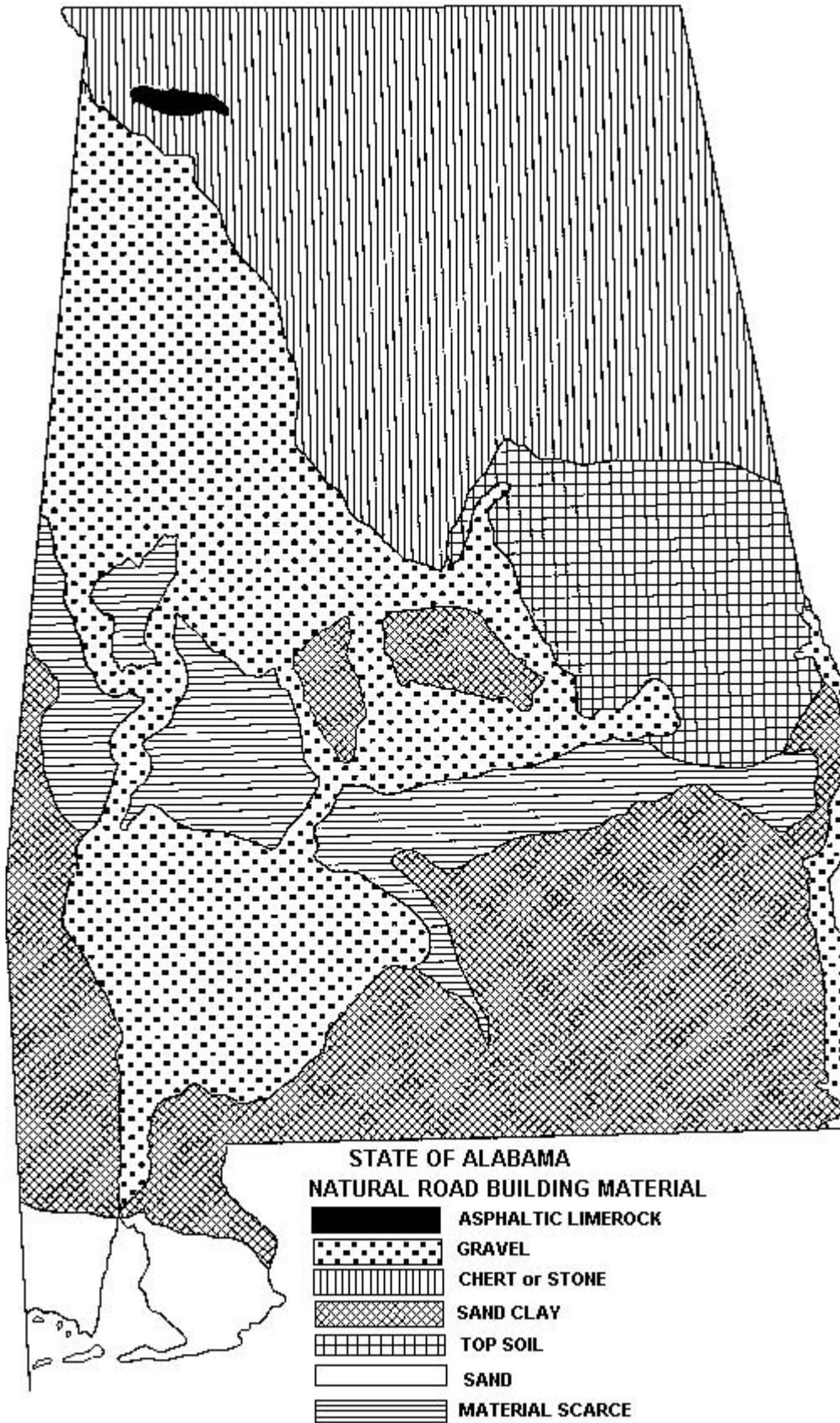
Population Groups

Legend	GIS OpenWater_ALDOTDivision
Legend	TRANDATA urban_large
Legend	TRANDATA urban_large_study
Legend	TRANDATA urban_small

Alabama National Highway System Statewide

Department of Transportation
Bureau of Transportation Planning/
Modal Programs
Special Studies Division
in cooperation with
U.S. Department of Transportation
Federal Highway Administration





**RECEIPTS AND DISBURSEMENTS
FISCAL YEAR 2007**

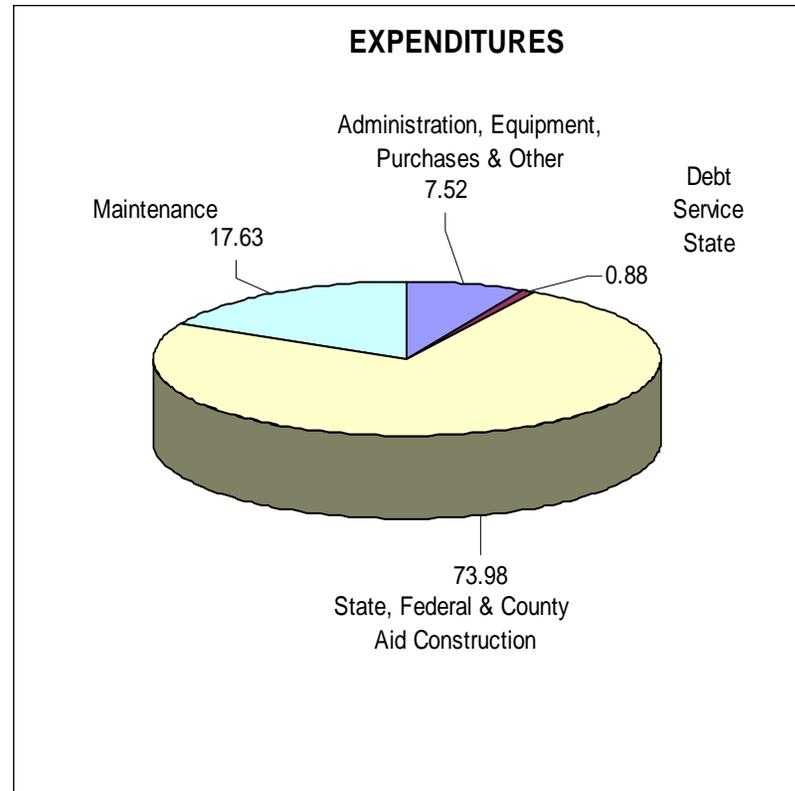
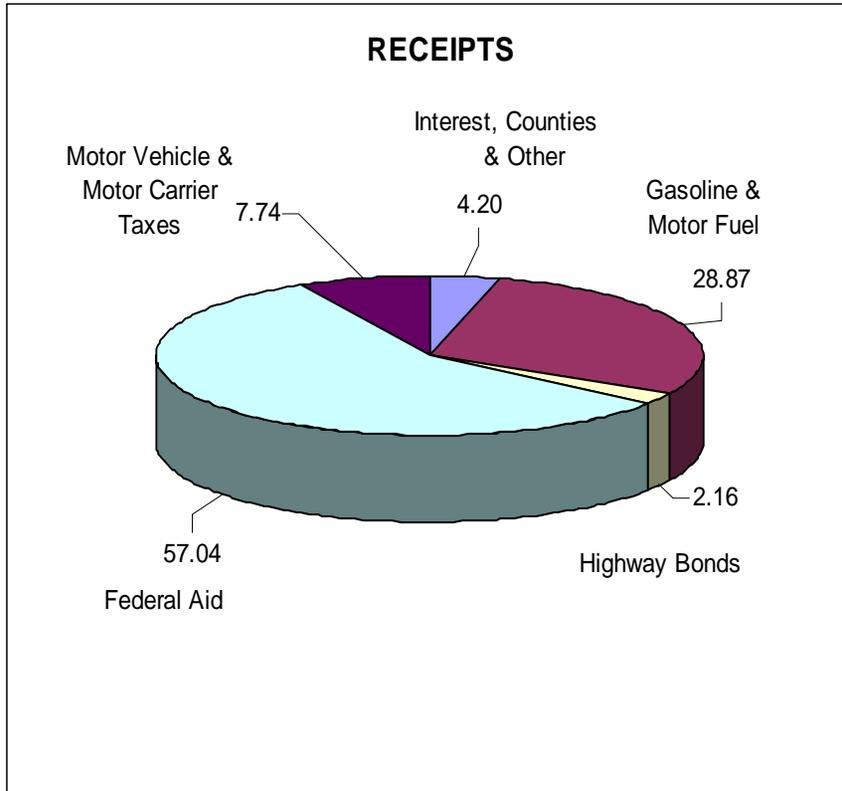
PUBLIC ROADS & BRIDGE FUNDS

Unexpended Balance as of October 1, 2006	\$	396,316,320
RECEIPTS:		
Revenue		
Gasoline Excise Tax \$.05		95,966,799
Gasoline Excise Tax \$.04		44,956,924
Motor Fuel Tax \$.06		45,199,061
LP Gas Vehicle Permits		100,011
Motor Vehicle License		98,237,001
Gasoline Excise Tax \$.07		76,860,909
Lubricating Oil Tax		595,913
Oversize Hauling Permits		3,611,310
Motor Carrier Mileage, Taxes, Fees		56,749
Motor Fuel Tax \$.13		103,775,017
Truck Identification Decals		733,987
Petroleum Products Inspection Fees		47,825,720
Outdoor Advertising Permits Fees		67,948
Subtotal Revenue - State		517,987,349
Interest Income		0
Transfer From General Fund		0
TOTAL REVENUE	\$	517,987,349
Non - Revenue Receipts		
ISTEA Interstate Maintenance	\$	79,537,618
ISTEA National Highway System		160,810,741
ISTEA Surface Transportation Program		130,807,905
ISTEA Special		23,598,775
ISTEA Other		94,630,630
Federal Aid Priority Primary		0
Federal Interstate Regular		(1,549,476)
Federal Interstate ACI		0
Federal Aid Primary		282,849
Federal Aid Secondary		0
Federal Aid ABC Urban		0
Federal Aid Urban		105,559
Federal Aid Secondary (Farm to Market)		0
Federal Aid Secondary (Farm to Market Misc.)		0
Federal Topic		0
Federal Appalachian		70,186,045

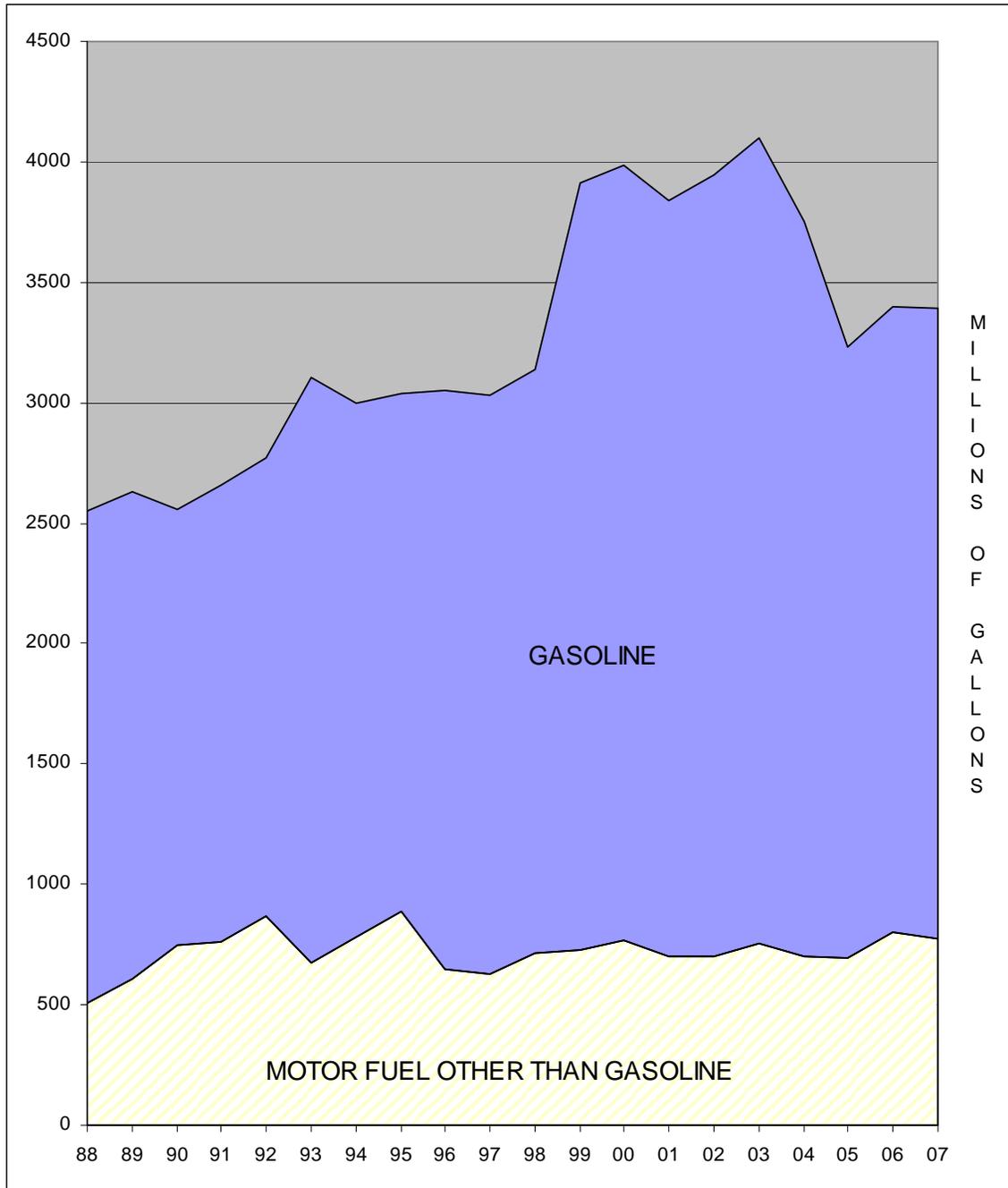
Federal Aid Special Aid		0
Federal Aid Highway Planning & Research		10,652,436
Federal Aid Bridge Replacement		100,168,287
Federal Aid Transit Capital		6,306,806
Federal Aid Beautification		0
Federal Aid Special Grants		0
Federal Aid Other		49,178,497
Subtotal	\$	724,716,673
2002-A GARVEE Bonds	\$	27,462,094
Ind. Access Road & Bridge Corp		2,651,797
Amendment 1 County Share		0
Capital Improvement Trust Fund Appropriation		18,077,997
County Aid		431,252
Other Aid		1,027,810
Other Project Participation		28,003,642
Revenue Sharing		0
Contractor Bid Fees		23,381
Miscellaneous Receipts		3,101,975
Subtotal	\$	80,779,949
UMTA Vehicle Disposition Proceeds	\$	244,715
Rapid Rail		0
ROW Title 23 Revenue		826,690
TOTAL NON-REVENUE RECEIPTS		806,568,026
TOTAL RECEIPTS	\$	1,324,555,375
TOTAL FUNDS AVAILABLE	\$	1,720,871,695
EXPENDITURES		
Debt Service		
Bonds Retired Ind. Access Road & Bridge Auth	\$	0
Bonds Interest Ind. Access Road & Bridge Auth		0
2001 GARVEE Bonds Principal Paid		11,415,000
Less: Accrued Interest Prm/Disc		0
Bond Selling Expense		0
IRS Arbitrage Calculation Fees		0
Total Debt Service	\$	11,415,000
Administration		
Internal Administrative Support	\$	68,286,823
External Administrative Support		8,689,308

Other Equipment Purchases		9,428,617
Land and Buildings Expenditures		11,642,584
Captive County Health Insurance		86,031
General Obligation Bond Debt Service		18,077,997
Transfer to Public Safety		21,577,997
Total Administrative Expenditures	\$	137,789,358
Construction and Maintenance Expenditures		
Federal Construction	\$	905,214,889
State Construction		58,712,061
Special Work Authorizations		1,131,590
Routine Maintenance		106,784,835
Maintenance Projects		123,185,889
Total Construction and Maintenance Expenditures	\$	1,195,029,263
TOTAL EXPENDITURES	\$	1,344,233,621
ADJUSTMENTS TO CASH		
Adjustments include Deposits in Transit, Investments, Retainage, Receivable Adjustments, Amounts Pending Distribution, etc.	\$	11,703,808 0
TOTAL DISBURSEMENTS	\$	1,355,937,429
RECONCILIATION:		
Add: Cash Balance 9-30-07	\$	<u>364,934,266</u>
TOTAL FUNDS AVAILABLE	\$	<u><u>1,720,871,695</u></u>

ALABAMA DEPARTMENT OF TRANSPORTATION
RECEIPTS AND EXPENDITURES
FISCAL YEAR ENDING SEPTEMBER 30, 2007



STATE OF ALABAMA
TOTAL GALLONS FUEL TAXED
FY - 2007¹



¹ Effective October 1, 1992, gasoline includes gasohol reflecting a change in the motor fuel tax law.

**DEBT SERVICE REQUIREMENTS
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY
GARVEE BONDS - SERIES 2002-A**

YEAR	BONDS OUTSTANDING	REDEMPTION	INTEREST	TOTAL
2007-2008	\$147,740,000.00	\$11,920,000.00	\$7,135,812.50	\$19,055,812.50
2008-2009	\$135,820,000.00	\$12,450,000.00	\$6,526,562.50	\$18,976,562.50
2009-2010	\$123,370,000.00	\$13,010,000.00	\$5,890,062.50	\$18,900,062.50
2010-2011	\$110,360,000.00	\$13,605,000.00	\$5,258,700.00	\$18,863,700.00
2011-2012	\$96,755,000.00	\$14,245,000.00	\$4,587,545.13	\$18,832,545.13
2012-2013	\$82,510,000.00	\$14,930,000.00	\$3,830,618.75	\$18,760,618.75
2013-2014	\$67,580,000.00	\$15,660,000.00	\$3,027,631.25	\$18,687,631.25
2014-2015	\$51,920,000.00	\$16,445,000.00	\$2,195,136.68	\$18,640,136.68
2015-2016	\$35,475,000.00	\$17,285,000.00	\$1,341,625.00	\$18,626,625.00
2016-2017	\$18,190,000.00	<u>\$18,190,000.00</u>	<u>\$454,750.00</u>	<u>\$18,644,750.00</u>
		<u>\$147,740,000.00</u>	<u>\$40,248,444.31</u>	<u>\$187,988,444.31</u>

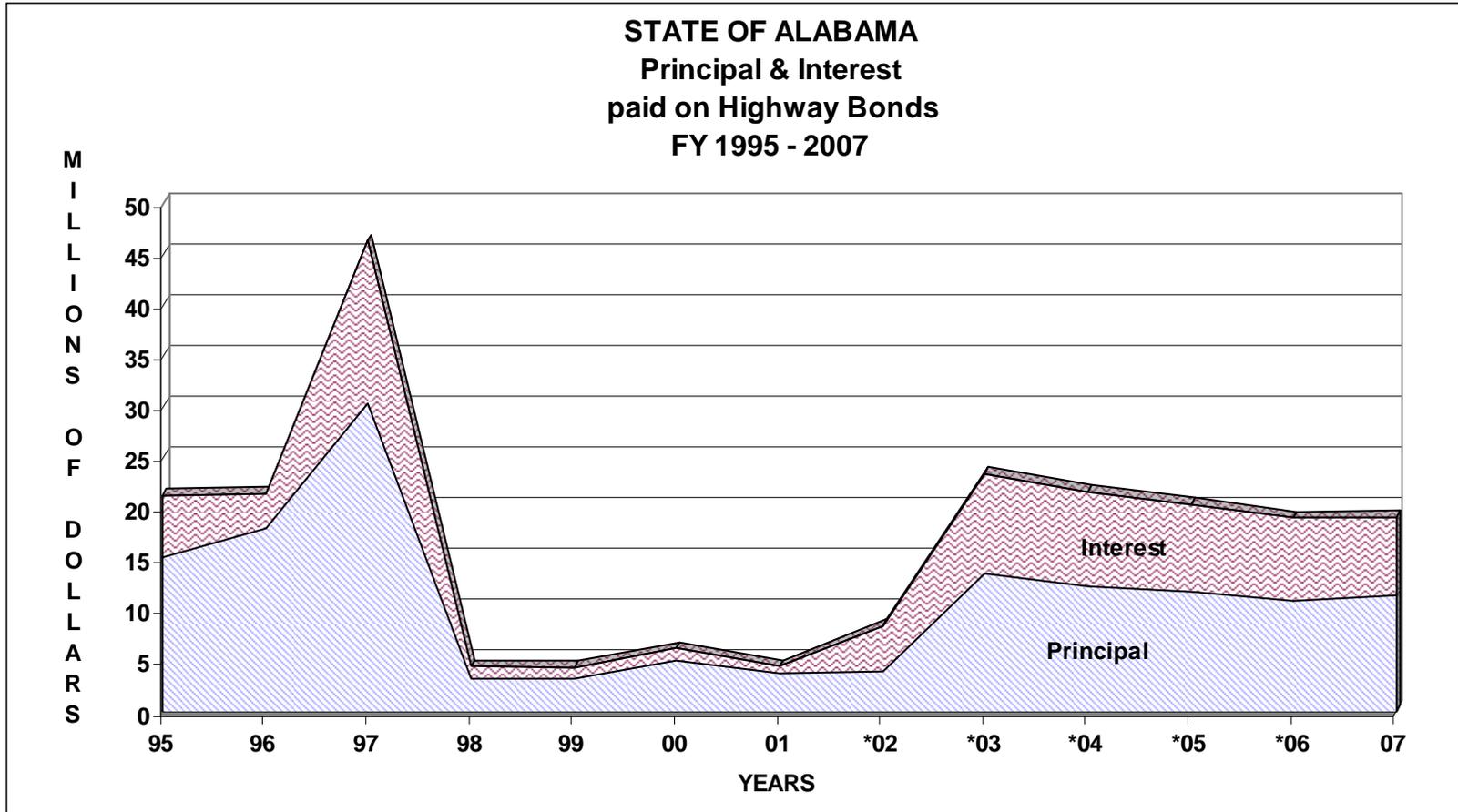
Bonds for Alabama Federal Aid Highway Finance Authority, authorized by Section 23-1-307, Code of Alabama, 1975, approved April 3, 2002.

The bonds are an indirect obligation of the State and the full faith and credit of the State are not pledged for their payment. Interest rates of 2.00 to 5.20 percent.

**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION
OUTSTANDING BONDS
9/30/2007**

NAME	INTEREST RATE	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Authorization GARVEE Series 2002-A		3-1-2017	<u>\$147,740,000.00</u>	<u>\$40,248,444.31</u>
Total			<u>\$147,740,000.00</u>	<u>\$40,248,444.31</u>

NAME	PRINCIPAL REDEMPTION 2007-2008	INTEREST REDEMPTION 2007-2008
AL Federal Aid Highway Authorization GARVEE Series 2002-A	<u>\$11,920,000.00</u>	<u>\$7,135,812.50</u>
Total	<u>\$11,920,000.00</u>	<u>\$7,135,812.50</u>



**STATE OF ALABAMA
HIGHWAY FEDERAL AID**

Amounts of Federal funds administered
by the Alabama Department of Transportation, which were matched from
October 1, 2006, to September 30, 2007

Interstate System	\$134,280,683.02
National Highway System	140,191,924.48
Surface Transportation Program	152,284,862.55
Bridge Replacement	89,632,902.24
Appalachian	63,755,895.20
Safety Program	22,113,069.81
Emergency Relief	24,131,908.82
Minimum Guarantee/Equity Bonus	61,372,502.85
Special Projects	49,915,133.46
Congestion Mitigation & Air Quality	1,574,320.49
Other	<u>28,122,370.49</u>
Total	<u>\$767,375,573.41</u>

STATE HIGHWAY FUNDS
RECEIPTS AND EXPENDITURES FOR TEN YEAR PERIOD 1996-2007

From Fiscal Reports of the State Department of Transportation - Omitted from the tables are the purchase and sale of securities.

RECEIPTS	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	TOTAL	%
Gasoline Excise Tax .04	\$41,625,373	\$42,328,134	\$42,416,204	\$42,256,980	\$43,148,809	\$43,043,314	\$44,537,848	\$44,949,994	\$44,573,960	\$44,956,924	\$433,837,540	4%
Motor Fuel Tax .06	25,352,104	25,674,007	27,503,983	27,113,255	26,752,503	27,153,290	29,417,375	42,675,146	46,328,498	45,199,061	323,169,222	3%
LP Gas Vehicle	267,010	89,564	220,579	201,821	192,621	179,380	169,214	140,948	123,394	100,011	1,694,542	0%
Motor Vehicle License	73,749,700	76,506,913	78,511,951	74,460,316	77,063,812	73,438,861	65,946,615	81,357,173	109,102,463	98,237,001	808,274,805	7%
Gasoline Excise Tax .07	72,042,686	73,298,064	72,921,111	71,890,141	73,350,742	74,608,669	75,785,649	76,849,327	76,207,018	76,860,909	743,812,316	7%
Lubricating Oil Tax	617,594	607,462	602,207	619,764	535,208	660,006	556,203	591,407	593,403	595,913	5,979,167	0%
Oversize Hauling Permit	3,646,400	3,620,051	3,266,870	2,578,540	3,202,868	2,931,293	2,819,845	2,936,092	3,467,840	3,611,310	32,081,109	0%
Motor Fuel Tax .13	82,078,940	85,407,807	89,682,447	88,096,064	86,946,775	88,242,618	95,426,464	100,401,300	106,338,518	103,775,017	926,395,950	8%
Truck Identification Decal	960,468	1,043,867	1,057,055	975,572	963,206	1,011,241	1,022,797	953,320	957,211	733,987	9,688,722	0%
Petroleum Products Inspection Fee	54,014,982	55,150,124	55,893,009	55,175,646	55,830,203	56,416,629	59,850,834	49,515,365	47,938,993	47,825,720	537,611,505	5%
Outdoor Advertising Permit Fee	732,460	748,798	749,166	903,119	68,541	67,648	61,783	67,398	83,972	67,948	3,550,833	0%
Motor Carrier Tax	573,627	598,166	598,339	570,262	529,137	518,631	516,625	521,334	548,063	56,749	5,028,933	0%
Gasoline Excise Tax .05	88,756,996	90,714,748	90,604,423	89,405,465	91,631,960	91,862,117	94,629,496	95,954,976	95,158,819	95,966,799	924,585,799	8%
Interest Income	2,582,021	2,294,090	2,139,392	119,144	397,322	0	0	0	0	0	7,531,969	0%
SUBTOTAL	\$447,000,359	\$458,081,795	\$466,164,736	\$454,366,089	\$460,503,707	\$460,131,697	\$470,640,748	\$496,913,780	\$531,422,152	\$517,987,349	\$4,763,212,412	42%
Federal Aid	303,086,115	405,638,656	537,771,077	688,348,118	761,249,090	587,748,113	526,858,307	630,383,267	755,445,651	724,716,673	5,921,145,067	53%
Rapid Rail	0	0	0	0	0	0	0	0	0	0	0	0%
Transfer from General Fund	225,000	125,000	125,000	125,000	120,625	0	0	0	0	0	720,625	0%
County Aid and Miscellaneous	16,593,607	13,547,936	14,970,946	23,108,106	48,510,117	39,193,165	20,648,628	35,860,260	52,881,050	53,317,854	319,631,669	3%
Oil Lease Funds	0	0	0	0	0	0	0	0	0	0	0	0%
Highway Bonds	6,901,865	3,962,488	0	1,928,110	4,899,711	0	87,076,982	61,355,391	32,375,149	27,462,094	225,961,790	2%
UMTA Vehicle Disposition Proceeds	73,804	138,441	-25,893	152,329	90,325	122,602	94,342	175,402	288,314	244,715	1,354,581	0%
ROW Title 23 Revenue	0	84,560	604,904	673,474	234,791	1,289,939	357,910	1,130,001	1,098,801	826,690	6,299,170	0%
SUBTOTAL	\$326,880,391	\$423,397,081	\$553,446,234	\$714,335,137	\$816,104,859	\$628,353,819	\$635,036,169	\$728,904,321	\$842,087,065	\$806,588,026	\$6,475,112,002	58%
TOTAL RECEIPTS	\$773,880,750	\$881,478,876	\$1,019,610,970	\$1,168,701,226	\$1,276,608,566	\$1,088,485,516	\$1,105,676,917	\$1,225,818,101	\$1,373,509,217	\$1,324,565,375	\$11,238,325,314	100%
EXPENDITURES	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	TOTAL	%
Construction	\$495,227,048	\$552,099,407	\$732,888,737	\$866,000,671	\$967,775,540	\$909,481,378	\$888,224,896	\$956,432,116	\$1,001,767,169	\$965,058,540	\$8,363,955,502	75%
Maintenance	173,316,377	155,460,990	140,144,206	130,106,357	126,526,730	134,539,718	144,697,133	125,492,606	156,548,407	229,970,724	1,516,803,248	14%
Equipment Purchases	5,169,921	3,871,384	5,481,176	5,826,675	7,619,295	5,743,494	6,711,485	10,385,367	8,234,555	9,428,617	68,470,969	1%
Administration	31,162,475	42,215,322	45,545,532	37,079,942	26,840,997	38,222,641	36,114,158	24,497,106	75,702,574	88,618,715	445,999,462	4%
Debt Service	4,756,675	4,390,523	4,403,963	4,410,390	4,426,105	13,984,433	12,577,835	11,798,945	10,910,000	11,415,000	83,073,869	1%
Other Expenditures	119,860,365	74,345,347	72,592,695	56,509,320	46,620,532	57,157,304	63,947,765	102,389,189	39,867,190	51,445,833	684,725,540	6%
TOTAL EXPENDITURES	\$829,491,861	\$832,382,073	\$1,001,056,309	\$1,099,933,355	\$1,209,809,199	\$1,158,128,968	\$1,152,273,272	\$1,230,995,329	\$1,293,019,895	\$1,355,937,429	\$11,163,028,590	100%

**STATE OF ALABAMA OF DEPARTMENT OF TRANSPORTATION
FISCAL YEAR 2007**

Purchases of Equipment (Summary)

State Plane (SP)	_____	\$	1,300,000.00
Automobiles (SA)	_____		909,706.40
Trucks (ST)	_____		16,157,686.43
Heavy Equipment (SE)	_____		7,964,992.85
State General (SG)	_____		8,381,139.79
S.H.D. Equipment	_____		2,923,942.28
Government Surplus (GS)	_____		0.00
<i>TOTAL</i>	_____	\$	<u>37,637,467.75</u>

Sales of Equipment (Summary)

State Plane (SP)	_____	\$	0.00
Automobiles (SA)	_____		305,050.00
Trucks (ST)	_____		2,789,566.34
Trucks (ST)	_____		1,524,392.54
State General (SG, HD & CH) Equipment	_____		326,819.36
<i>Total Gross Proceeds</i>	_____	\$	<u>4,945,828.24</u>

Recapitulation

Total Purchases	_____	\$	37,637,467.75
Total Sales	_____		4,945,828.24
Purchases Over Sales	_____		32,691,639.51
Sales of Used Tires, Tubes, Batteries, Scrap Metals & Miscellaneous Small Equipment	_____		47,218.04

MAIL ROOM OPERATIONS

Mail is received and picked up two times daily by the Department of Finance, Central and Supply Division. All mail for the Department is handled by the Mail Room. Postage due mail billed to the Department totaled 248 charge sheets for \$9203.17.

**AMOUNT PAID FOR PARCEL SERVICES
FOR THE FISCAL YEARS**

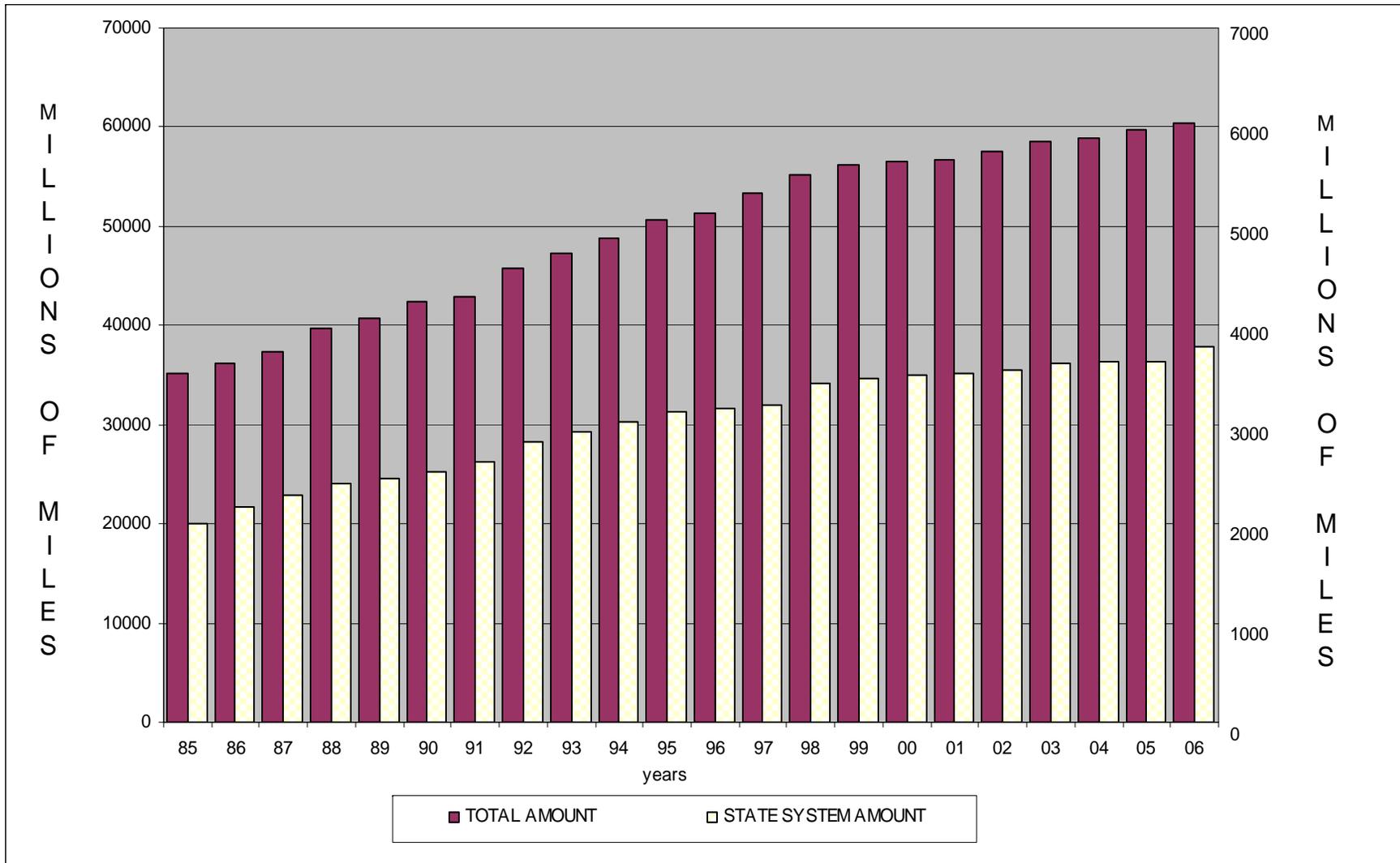
2005*	\$185,291.91
2006*	\$206,308.44
2007*	\$ 71,954.02

**AMOUNTS PAID U.S. POST OFFICE, MONTGOMERY
FOR POSTAGE DUE MAIL
FOR THE FISCAL YEARS**

<u>YEAR</u>	<u>NUMBER OF CHARGE SHEETS</u>	<u>AMOUNT</u>
2005	246	\$10,018.42
2006	248	\$13,339.16
2007	248	\$ 9,203.17

*Includes all costs for Parcel Services and Freight Services for the Central Office and all Divisions.

ALABAMA DEPARTMENT OF TRANSPORTATION ANNUAL VEHICLE MILES TRAVELED
 January 1, 1985 – December 31, 2006



**ALABAMA DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
ROAD MILES BY FUNCTIONAL SYSTEM AS OF DECEMBER 31, 2006**

	PRINCIPAL ARTERIAL INTERSTATE	PRINCIPAL ARTERIAL OTHER	MINOR ARTERIAL OTHER	COLLECTOR	LOCAL	TOTAL
BUILT:	906 ¹	3,273	6,022	20,464	65,814	96,479
² PROJECTED:	0	67	13	10	4	94
TOTAL:	906	3,340	6,035	20,479	65,818	96,578

SYSTEM	PAVED	UNPAVED	TOTAL
Interstate	906	0	906
State Highway	10,066	0	10,049
County Roads	40,556	19,547	60,096
National Parks & State Parks	65	989	1,054
Local City Streets	23,700	650	24,350
<i>Total Built:</i>	75,293	21,186	96,479

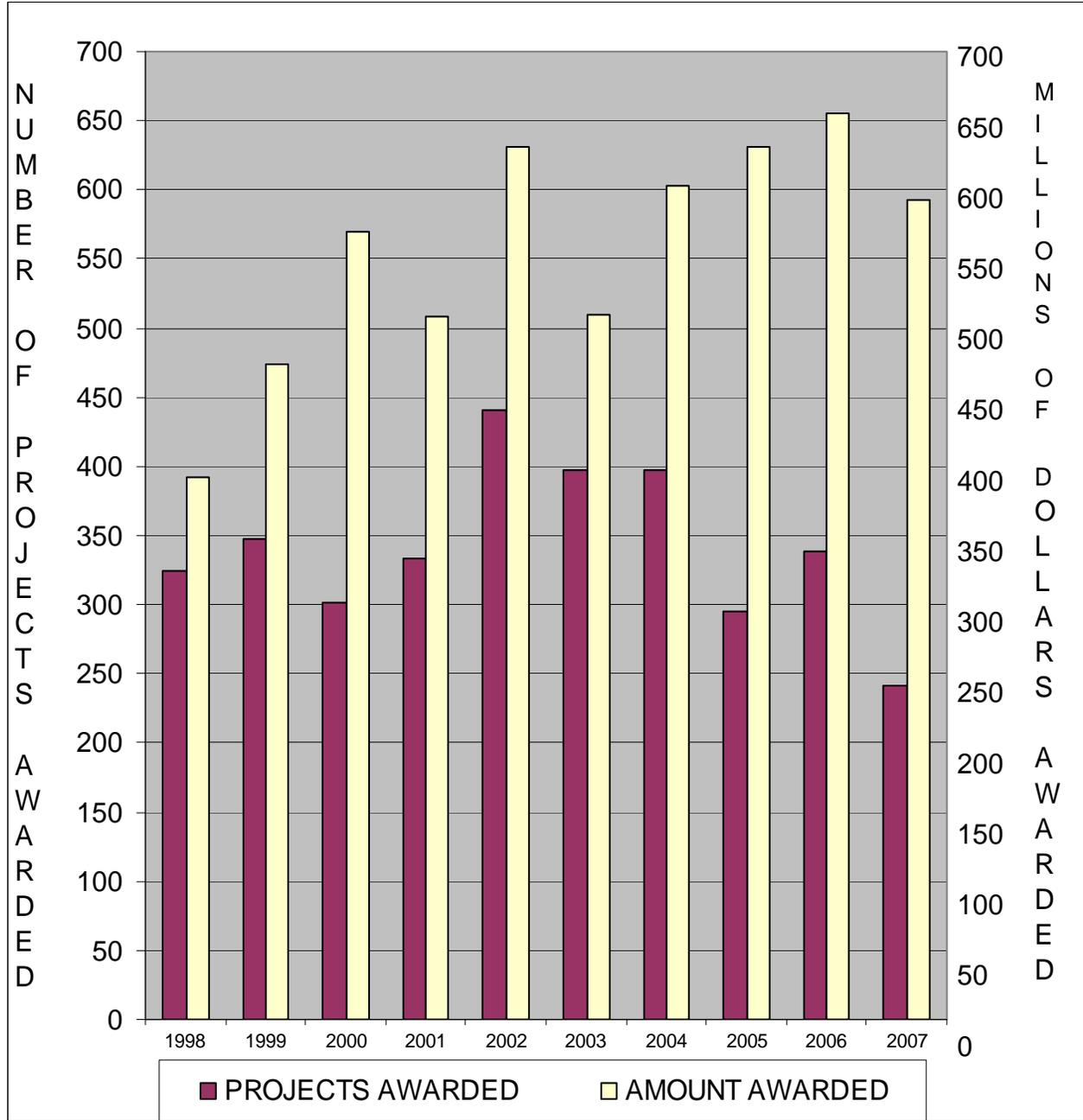
STATE SYSTEM MILES BY FUNCTIONAL SYSTEM (BUILT)

	PRINCIPAL ARTERIAL INTERSTATE	PRINCIPAL ARTERIAL OTHER	MINOR ARTERIAL OTHER	COLLECTOR	LOCAL	TOTAL
STATE SYSTEM MILES	906	3,201	4,572	2,293	0	10,972
THROUGH LANE MILES	3,920	9,514	9,988	4,706	0	28,128

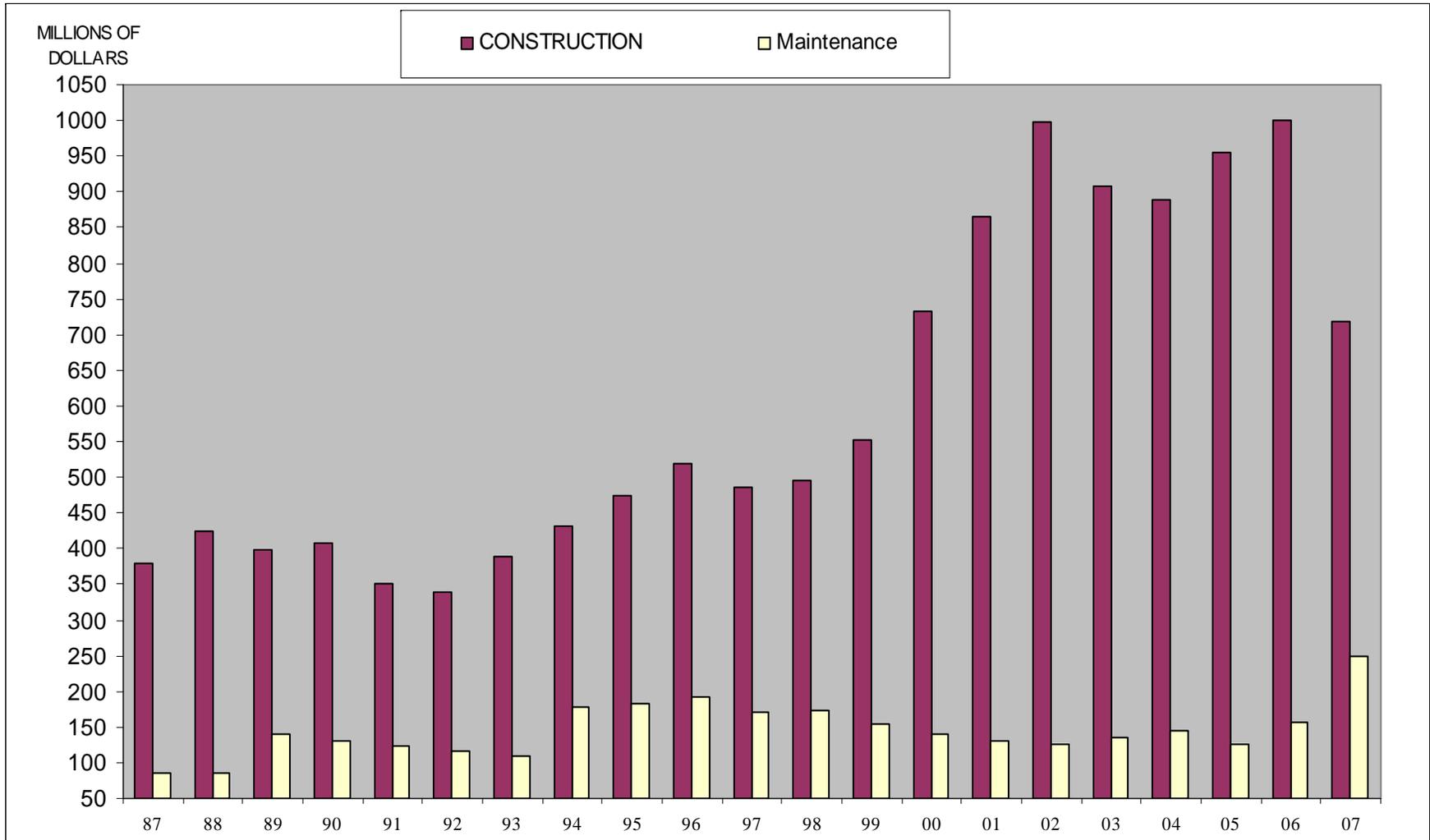
¹ Interstate mileage is rounded from the value of 906.441 miles to the value of 906 miles.

² Projected – Designated Functional System Miles (Not Constructed)

**NUMBER OF PROJECTS AND AMOUNT AWARDED
Fiscal Years 1998 - 2007**



**ALABAMA DEPARTMENT OF TRANSPORTATION
FUNDS EXPENDED FOR CONSTRUCTION AND MAINTENANCE
1987 through 2007**



SUMMARY OF CONSTRUCTION AND MAINTENANCE ACTIVITIES BY DIVISION FOR FISCAL YEAR 2007 MILES AUTHORIZED									
DIVISION	HIGHWAY SYSTEM	GRADE AND DRAIN	BASE AND PAVE	GRADE, DRAIN BASE, PAVE, AND BRIDGE	RESURFACING	WIDEN AND RESURFACING	REHABILITATED	ADDED ROADWAY LANES	NUMBER OF BRIDGES AUTHORIZED
1	STATE	0.3	0.0	0.3	61.2	70.9	7.3	0.0	9.0
	OTHER	0.0	0.0	19.5	38.5	8.9	0.0	0.0	1.0
	TOTAL	0.3	0.0	19.8	99.7	79.8	7.3	0.0	10.0
2	STATE	0.0	0.0	0.0	77.0	0.0	14.5	0.0	3.0
	OTHER	0.0	0.0	0.0	38.0	9.6	0.0	0.7	1.0
	TOTAL	0.0	0.0	0.0	115.0	9.6	14.5	0.7	4.0
3	STATE	0.0	0.0	0.0	85.5	0.0	4.9	0.1	11.0
	OTHER	0.0	0.0	0.0	13.6	0.6	0.0	19.6	1.0
	TOTAL	0.0	0.0	0.0	99.1	0.6	4.9	19.7	12.0
4	STATE	0.0	16.3	0.0	51.7	14.6	30.6	0.0	7.0
	OTHER	0.0	0.0	1.4	26.3	14.1	0.0	0.0	1.0
	TOTAL	0.0	16.3	1.4	78.0	28.7	30.6	0.0	8.0
5	STATE	0.0	0.0	0.0	56.7	0.0	0.0	0.0	4.0
	OTHER	0.0	0.0	1.3	32.3	0.0	0.0	4.0	0.0
	TOTAL	0.0	0.0	1.3	89.0	0.0	0.0	4.0	4.0
6	STATE	0.0	0.0	0.7	125.0	4.5	17.2	0.0	2.0
	OTHER	0.0	0.0	0.8	23.0	9.9	0.0	1.0	0.0
	TOTAL	0.0	0.0	1.4	148.0	14.4	17.2	1.0	2.0
7	STATE	0.0	5.4	0.0	70.4	0.0	0.0	0.0	6.0
	OTHER	0.0	1.3	0.0	57.6	17.1	0.0	3.8	2.0
	TOTAL	0.0	6.7	0.0	128.0	17.1	0.0	3.8	8.0
8	STATE	0.0	4.5	0.0	66.7	20.7	17.9	0.0	6.0
	OTHER	0.0	0.0	0.0	0.0	6.7	0.0	0.0	2.0
	TOTAL	0.0	4.5	0.0	66.7	27.4	17.9	0.0	8.0
9	STATE	0.0	0.0	13.5	50.4	36.8	1.3	0.0	2.0
	OTHER	0.0	0.0	3.7	0.0	14.3	0.0	5.6	0.0
	TOTAL	0.0	0.0	17.2	50.4	51.1	1.3	5.6	2.0
TOTALS	STATE	0.3	26.2	14.5	644.6	147.5	93.7	0.1	50.0
	OTHER	0.0	1.3	26.6	229.3	81.2	0.0	34.7	8.0
	TOTAL	0.3	27.5	41.1	873.9	228.7	93.7	34.8	58.0
State system includes all State and Interstate Highways Other system includes all County & Local Highways									

ALABAMA DEPARTMENT OF TRANSPORTATION										
Summary of Bridge Projects Let to Contract from October 1, 2006 to September 30, 2007										
(U.S. Customary Units)										
					TOT. # BRIDGES	TOTAL COST	LIN. FT. TOT.	SQ. FT. TOT.	AVG. SF \$	
					46	\$92,991,302.26	10774	868109	\$107.12	
JOB #	COUNTY	PROJECT NO.	DESCRIPTION	DATE LET	NO. OF BRIDGES	BID PRICE	LIN. FT BRIDGE	SQ. FT. BRIDGE	COST/ SQ. FT.	
1	Cherokee	BR-0068(500)	SR 68 over Mill Creek	12/1/06	1	\$1,786,403.00	475	22206	\$80.45	
2	Lauderdale	BR-3916(200)	SR 64 over Second Creek	12/1/06	1	\$944,172.50	290	13558	\$69.64	
3	Jackson	STPAA-CN07(900)	8th St. over CSXT Railroad	12/1/06	1	\$1,019,013.00	164	5952	\$171.21	
4	Shelby	BR-0070(500)	SR 70 over Waxahatchee Creek	2/28/07	1	\$982,707.50	300	14025	\$70.07	
5	Mobile	STPAA-STPMB-7511(600)	Hillcrest Rd. over Halls Mill Creek	2/28/07	1	\$1,610,574.86	225	17156.3	\$93.88	
6	Russell	NHF-0008(541)	Widen US 80 over 5th Ave.	3/28/07	1	\$1,003,625.00	217	6890	\$145.66	
7	Marion	BRF-0102(528)	SR 78 over Ragsdale Creek	3/28/07	1	\$1,086,650.70	150	11812.5	\$91.99	
8	Walker	BR-0069(510)	SR 69 over Blackwater Creek	4/27/07	1	\$4,548,090.00	1215	56801	\$80.07	
9	Talladega	BR-0235(502)	SR 235 over NS Railroad	4/27/07	1	\$1,295,865.00	155	17021	\$76.13	
10	Etowah	BRF-0074(506)	US 278 over Locust Fork	5/25/07	1	\$914,075.50	260	12155	\$75.20	
11	Cleburne	BR-0046(501)	SR 46 over Lost Creek	5/25/07	1	\$861,256.00	220	10285	\$83.74	
12	Montgomery	IM-NHF-1065(375)	Add'l lanes Catoma Ck. To Alabama River	5/18/07		\$15,612,843.21			\$119.99	
		Site # 1	Widen I-65 over CSX RR		2		163.5	20662		
		Site # 2	Widen I-65 over Southern By- Pass		2		222.83	28161		
		Site # 3	Widen I-65 over Fairview Ave.		2		188	23759		
		Site # 4	Widen I-65 over Edgemont Ave.		2		203.5	25717		
		Site # 5	Widen I-65 over Day Street		2		195.98	6234		
		Site # 6	Widen I-65 over Mill Street		2		195.58	9779		
		Site # 7	Widen I-65 over W Jeff Davis St.		2		484.6	15808		
13	Escambia	STPAAF-0113(500)	SR 113 over Halls Mill Creek	6/29/07	1	\$824,682.38	204	8721	\$94.56	
14	Jackson	BRF-0035(502)	SR 35 over Tenn. River, Phase I	6/29/07	1	\$10,397,542.00	1075	45956	\$226.25	
15	Walker	BR-0005(600)	SR 5 over Buck Creek	6/29/07	1	\$963,242.10	290	13558	\$71.05	
16	Macon	STPAA-APL-DE-AL95(910)	CR 54 over CSXT RR (Notasulga)	7/27/07	1	\$1,237,080.00	68	2567	\$481.92	
17	St Clair	STPAA-EBF-0053(514)	SR 53 (US231) over I20	8/31/07	1	\$2,613,721.00	280	27090	\$96.48	
18	Talladega	IM-ACNHF-1020(332)	I20 over Coldwater Creek	9/28/07	1	\$4,202,575.00	220	27443	\$153.14	
			I20 over CR and Abandoned L&N RR	9/28/07	1	\$3,712,510.00	243	30312	\$122.48	
19	Jefferson	APD-IM-NHF-BRF-1065(303)	I65 - Add'l lanes 16th St. to 41st Ave.	9/28/07		\$37,374,673.51			\$94.98	
		Site # 1	I65 over Village Creek		2		1105.25	170624		
		Site # 2	I65 over Finley Avenue		2		230.83	10387		
		Site # 3	I65 over 26th Avenue		2		147.67	22797		
		Site # 4	I65 over 27th and 29th Avenue		2		1002.92	153948		
		Site # 5	I65 over 32nd Avenue		2		145.83	6563		
		Site # 6	I65 over 33rd Avenue		2		168.83	7597		
		Site # 7	I65 over 41st Avenue		2		267.42	22564		

**STATUS OF GRANT-IN-AID TO COUNTY ROAD PROGRAM
JANUARY 1959
COUNTY, FEDERAL AID, STATE AMENDMENT ONE/GARVEE BOND
BRIDGE FUNDS
SEPTEMBER 30, 2007**

	ROADWAY (MILES)			BRIDGES (NUMBER & LINEAR FEET)					
	COMPLETE	UNDER CONSTRUCTION	PLANNED*	COMPLETE		UNDER CONSTRUCTION		PLANNED*	
COUNTY				NO.	LINEAR FEET	NO.	LINEAR FEET	NO.	
AUTAUGA	223.6	0.0	12.7	32	4303.4	0	0	0	
BALDWIN	76.0	0.0	0.0	39	3662.6	0	0	3	
BARBOUR	184.3	11.2	0.0	40	3313.4	0	0	3	
BIBB	173.0	0.0	17.4	24	2296.5	0	0	2	
BLOUNT	143.7	0.0	11.3	26	3186.0	0	0	4	
BULLOCK	188.4	5.4	24.8	35	4276.1	0	0	1	
BUTLER	111.9	0.0	15.0	55	5789.8	0	0	3	
CALHOUN	201.6	0.0	25.6	41	4305.2	0	0	11	
CHAMBERS	125.1	0.0	66.5	52	3095.6	0	0	18	
CHEROKEE	249.4	0.0	7.3	13	974.8	0	0	3	
CHILTON	240.5	0.0	8.6	45	5846.1	0	0	3	
CHOCTAW	165.8	0.0	11.9	31	4147.3	3	416	4	
CLARKE	179.9	6.7	4.4	38	4704.6	0	0	0	
CLAY	208.1	5.1	22.8	17	1098.8	0	0	5	
CLEBURNE	182.0	3.8	24.9	20	2134.5	1	36	2	
COFFEE	392.0	6.8	17.0	36	5220.1	0	0	0	
COLBERT	268.6	3.6	9.9	35	2208.2	0	0	4	
CONECUH	137.9	0.0	18.1	29	3956.0	0	0	3	
COOSA	173.3	6.2	0.0	14	2351.4	0	0	4	
COVINGTON	281.0	7.2	16.4	30	4109.4	0	0	5	
CRENSHAW	171.9	4.1	0.0	35	3583.6	0	0	1	
CULLMAN	297.9	0.0	0.0	22	2631.5	0	0	2	
DALE	202.5	2.4	18.9	37	3892.4	0	0	0	
DALLAS	138.7	4.5	0.0	26	3345.1	0	0	1	
DEKALB	119.3	10.0	12.7	18	1566.8	0	0	7	
ELMORE	275.9	8.8	14.7	51	6211.3	0	0	1	
ESCAMBIA	207.5	0.0	10.8	31	3600.5	0	0	5	
ETOWAH	139.3	4.3	21.9	18	2075.3	2	88	7	
FAYETTE	167.1	19.6	0.0	19	2903.0	0	0	0	
FRANKLIN	163.9	6.9	24.6	25	3187.8	0	0	5	
GENEVA	257.3	0.0	8.3	33	4943.2	0	0	0	
GREENE	97.2	0.0	39.0	38	5287.7	2	100	2	
HALE	149.7	8.2	23.6	51	4228.2	0	0	5	
HENRY	244.6	0.0	7.8	37	3912.3	0	0	0	
HOUSTON	205.0	4.1	26.7	73	7551.2	2	136	7	
JACKSON	110.2	6.4	13.7	18	1224.5	0	0	5	
JEFFERSON	37.5	0.0	0.0	29	6848.7	0	0	11	
LAMAR	223.3	0.0	0.0	27	4394.1	0	0	2	
LAUDERDALE	202.3	0.0	22.8	29	3042.5	0	0	8	
LAWRENCE	159.4	0.0	48.3	30	2872.6	0	0	0	
LEE	57.8	0.0	0.0	26	3677.2	0	0	3	
LIMESTONE	259.8	0.0	18.4	47	3685.0	0	0	5	
LOWNDES	185.5	20.2	0.0	27	2172.3	0	0	0	
MACON	196.1	2.8	1.9	30	4260.7	1	280	3	

*RESOLUTION APPROVED

**STATUS OF GRANT-IN-AID TO COUNTY ROAD PROGRAM
 JANUARY 1959
 COUNTY, FEDERAL AID, STATE AMENDMENT ONE/GARVEE BOND
 BRIDGE FUNDS
 SEPTEMBER 30, 2007**

	ROADWAY (MILES)			BRIDGES (NUMBER & LINEAR FEET)					
	COMPLETE	UNDER CONSTRUCTION	PLANNED*	COMPLETE		UNDER CONSTRUCTION		PLANNED*	
COUNTY				NO.	LINEAR FEET	NO.	LINEAR FEET	NO.	
MADISON	46.1	0.0	1.3	38	3649.8	2	604	9	
MARENGO	152.3	9.3	9.1	61	5317.9	0	0	2	
MARION	168.1	3.6	5.1	41	3842.5	0	0	6	
MARSHALL	149.8	1.6	7.6	26	1878.0	0	0	5	
MOBILE	133.5	6.2	12.4	22	2605.2	0	0	4	
MONROE	163.4	0.0	6.6	10	1249.6	2	345	0	
MONTGOMERY	289.9	0.0	0.0	26	3896.9	0	0	0	
MORGAN	135.7	0.0	0.0	49	4992.5	2	210	4	
PERRY	157.1	0.0	9.5	26	3024.0	0	0	6	
PICKENS	133.8	15.4	16.7	48	6318.0	0	0	3	
PIKE	227.4	8.1	1.9	48	4287.3	0	0	6	
RANDOLPH	209.1	0.0	34.7	14	4158.5	0	0	18	
RUSSELL	133.7	4.8	9.7	43	3088.9	0	0	4	
ST. CLAIR	150.5	4.9	0.0	13	1338.4	0	0	1	
SHELBY	126.3	0.0	0.0	29	2658.4	1	36	1	
SUMTER	265.5	0.0	31.5	38	2921.0	0	0	3	
TALLADEGA	142.1	5.2	2.0	35	3959.6	0	0	2	
TALLAPOOSA	195.0	5.3	17.5	37	4315.6	0	0	7	
TUSCALOOSA	257.9	0.0	11.4	48	5102.4	2	104	8	
WALKER	103.3	0.0	5.4	17	4080.7	0	0	2	
WASHINGTON	116.9	0.0	15.2	40	5705.6	1	240	2	
WILCOX	122.4	0.0	5.9	30	2849.3	0	0	12	
WINSTON	138.2	17.0	13.4	23	2054.2	0	0	10	
TOTAL	11,893.8	239.7	845.4	2,191	245,371.6	21	2,595.0	273	

*RESOLUTION APPROVED

**STATE OF ALABAMA AMENDMENT ONE/GARVEE BOND
COUNTY BRIDGE REPLACEMENT PROGRAM
NOVEMBER 7, 2000 THROUGH SEPTEMBER 30, 2007**

COUNTY	BRIDGE STRUCTURES (NUMBER & LINEAR FEET)				
	COMPLETE		UNDER CONSTRUCTION		PLANNED*
	NO.	LINEAR FEET	NO.	LINEAR FEET	NO.
AUTAUGA	5	1275	0	0	0
BALDWIN	14	1240	0	0	0
BARBOUR	15	1622	0	0	3
BIBB	3	347	0	0	2
BLOUNT	5	0	0	0	3
BULLOCK	7	240	0	0	1
BUTLER	12	1272	0	0	3
CALHOUN	9	754	0	0	5
CHAMBERS	21	830	0	0	14
CHEROKEE	7	603	0	0	3
CHILTON	8	1353	0	0	3
CHOCTAW	6	962	3	416	6
CLARKE	6	1308	0	0	0
CLAY	12	602	0	0	5
CLEBURNE	10	1080	0	0	0
COFFEE	2	408	0	0	0
COLBERT	6	640	0	0	4
CONECUH	9	1440	0	0	3
COOSA	4	760	0	0	4
COVINGTON	12	1428	0	0	5
CRENSHAW	6	1652	0	0	1
CULLMAN	11	624	0	0	2
DALE	7	994	0	0	0
DALLAS	8	957	0	0	1
DEKALB	8	720	0	0	6
ELMORE	0	0	0	0	0
ESCAMBIA	12	1568	0	0	5
ETOWAH	7	836	1	64	7
FAYETTE	13	934	0	0	0
FRANKLIN	10	1323	0	0	5
GENEVA	7	1394	0	0	0
GREENE	16	1390	2	100	1
HALE	9	1228	0	0	5
HENRY	6	740	0	0	0
HOUSTON	12	1740	0	0	1
JACKSON	5	632	0	0	4
JEFFERSON	8	1004	0	0	11
LAMAR	9	1382	0	0	0
LAUDERDALE	9	1289	0	0	5
LAWRENCE	14	889	0	0	1
LEE	5	760	0	0	1

*RESOLUTION APPROVED

**STATE OF ALABAMA AMENDMENT ONE/GARVEE BOND
COUNTY BRIDGE REPLACEMENT PROGRAM
NOVEMBER 7, 2000 THROUGH SEPTEMBER 30, 2007**

COUNTY	BRIDGE STRUCTURES (NUMBER & LINEAR FEET)				
	COMPLETE		UNDER CONSTRUCTION		PLANNED*
	NO.	LINEAR FEET	NO.	LINEAR FEET	NO.
LIMESTONE	13	1037	0	0	5
LOWNDES	4	426	0	0	0
MACON	8	874	1	280	3
MADISON	12	1388	0	0	9
MARENGO	13	1328	0	0	0
MARION	7	1040	0	0	6
MARSHALL	6	755	0	0	4
MOBILE	5	795	0	0	4
MONROE	5	1016	0	0	0
MONTGOMERY	0	0	0	0	0
MORGAN	9	920	0	0	2
PERRY	9	1088	0	0	7
PICKENS	20	1200	0	0	6
PIKE	21	2150	0	0	7
RANDOLPH	3	656	0	0	18
RUSSELL	13	816	0	0	3
ST. CLAIR	5	530	0	0	1
SHELBY	7	241	0	0	1
SUMTER	13	518	0	0	3
TALLADEGA	4	1115	0	0	2
TALLAPOOSA	9	959	0	0	7
TUSCALOOSA	10	1408	2	104	3
WALKER	3	730	0	0	1
WASHINGTON	10	2728	0	0	3
WILCOX	4	840	0	0	12
WINSTON	12	636	0	0	10
TOTALS	580	65,414.0	9	964.0	237

*RESOLUTION APPROVED

ROAD MILES UNDER MAINTENANCE AS OF OCTOBER 1, 2006

BY DIVISION, TYPE OF SURFACE (INCLUDES ON SYSTEM FACILITIES), EXCLUDING SERVICE ROADS, RAMPS, & CROSSROADS

DIVISION	BITUMINOUS	CONCRETE	GRAVEL	TUNNELS & LINEAR	TOTAL MILES
			(TEMPERATURE & SURFACE)	INVENTORY OF BRIDGES	
1	1,437.662	95.861	0	20.624	1,554.147
2	923.891	0	0	7.109	931.000
3	1,033.619	72.986	0	27.347	1,133.952
4	1,273.823	24.908	0	10.847	1,309.578
5	1,301.832	0.967	1.141	19.263	1,323.203
6	1,176.689	6.393	0.379	20.581	1,204.042
7	1,445.319	0	3.764	11.964	1,461.047
8	1,125.113	0.243	7.945	18.181	1,151.482
9	894.408	1.046	0	39.944	935.398
<i>Total</i>	<u>10,612.356</u>	<u>202.404</u>	<u>13.229</u>	<u>175.860</u>	<u>11,003.849</u>

ROAD MILES UNDER MAINTENANCE AS OF SEPTEMBER 30, 2007

BY DIVISION, TYPE OF SURFACE (INCLUDES ON SYSTEM FACILITIES), EXCLUDING SERVICE ROADS, RAMPS, & CROSSROADS

DIVISION	BITUMINOUS	CONCRETE	GRAVEL	TUNNELS & LINEAR	TOTAL MILES
			(TEMPERATURE & SURFACE)	INVENTORY OF BRIDGES	
1	1,438.16	95.861	0	20.608	1,554.630
2	904.481	0	0	7.115	911.596
3	1,032.06	72.986	0	27.393	1,132.437
4	1,276.20	24.909	0	10.846	1,311.955
5	1,301.83	0.967	1.141	19.262	1,323.201
6	1,154.88	6.393	0.379	20.582	1,182.229
7	1,445.32	0	3.764	11.965	1,461.047
8	1,125.12	0.243	7.945	18.181	1,151.485
9	898.548	1.046	0	39.81	939.404
<i>Total</i>	<u>10,576.588</u>	<u>202.405</u>	<u>13.229</u>	<u>175.762</u>	<u>10,967.984</u>

**DESCRIPTION OF THE STATE OF ALABAMA HIGHWAY SYSTEM
AS AMENDED FY – 2007**

1. (US 231 part, US 431, US 280 part, US 82 part, US 80 part, US 78 part, US 278 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 Tuscumbia, Florence, Athens, Huntsville, and Scottsboro to end at the Tennessee Line near Bridgeport.
3. (US 31, US 29 part, US 84 part, US 80 part, US 82 part, US 280 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 FAI 65 in Athens.
4. (US 278 part, US 43 part, US 78 part, US 11 part, US 431 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 82 part, US 11 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 80 part, US 231 part) From the Mississippi Line near Stafford via Tuscaloosa, Centreville, Prattville, Montgomery, Union Springs, and Eufaula to end at the Georgia Line in at the east limits of the City of Eufaula.
7. (US 11, US 80 part, US 43 part, US 78 part, US 278, US 431 part) From the Mississippi Line near Cuba via Livingston, Eutaw, Tuscaloosa, Birmingham, Attalla, and Ft. Payne to end at the Georgia Line near Hammondville.
8. (US 43 part, US 82 part, US 231 part, US 80 part, US 29 part, US 280 part, US 431 part) From a junction with FAI 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(Alt. US 331, US 84 part, US 29 part, US 80 part, Alt. US 84 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 part, Alt. US 84, US 43 part, US 31 part, US 29 part, Alt. US 331 part) From the Mississippi Line west of Isney easterly via Bolinger, Coffeeville, Grove Hill, Mexia, Repton, Evergreen, River Falls, Andalusia, Opp, Elba, Enterprise, Daleville, and Dothan to end at the Georgia Line southeast of Gordon.
13. (US 43, 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) 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 and 267 in Auburn.
15. (US 29 part, US 84 part, US 331 part, US 82 part, US 80 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 to end at the junction with Alabama 24 in Red Bay.
20. (US 43 part, US 72 part, US 72 Alt part, US 31 part) From the Tennessee Line north of Dart via Florence, Tuscumbia, and Decatur to end at the junction with FAI 565 in Huntsville.
21. (US 80 part, US 31 part, US 82 part, US 231 part, US 431 part) From the Florida Line south of Atmore via Atmore, Monroeville, Riley, Oak Hill, Furman, Hayneville, Montgomery, Wetumpka, Rockford, Sylacauga, Talladega, and Anniston to end at the junction with Alabama 9 in Piedmont.
22. (US 80 part, US 31 part, US 280 part) From a junction with Alabama 5 in Safford via Selma, Maplesville, Clanton, Cooper, Rockford, Alexander City, and Roanoke to end at the Georgia Line northeast of Rock Mills.
23. From a junction with Alabama 7 (US 11) north of Springville via St. Clair Springs to end at the junction with Alabama 25 (US 231, US 411) in Ashville.
24. From the Mississippi Line in Red Bay via Russellville and Moulton to end at the junction with Alabama 67 in Decatur.
25. (US 82 part, US 231 part, US 411 part) From a junction with Alabama 5 at Sunny South via Thomaston, Faunsdale, Greensboro, Centreville, Calera, Harpersville, Vincent, Leeds, Odenville, Ashville, Gadsden, and Centre to end at the Georgia Line east of Forney.
26. From a junction with Alabama 51 in Hurtsboro via Hatchechubbee to end at the Junction with Alabama 1 (US 431) in Seale.
27. From the Florida Line southwest of Geneva via Geneva, Enterprise, and Ozark to end at the junction with Alabama 10 in Abbeville.
28. (US 80 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. 33. From a junction with Alabama 74 (US 278) in Double Springs northeasterly via Wren and Moulton to end at the junction with Alabama 20 (US 72 Alt) east of Courtland.
 34. From a junction with Alabama 53 (US 231) at Cropwell southeasterly to end at the junction with Alabama 77 north of Talladega.
 35. (US 11 part) From a junction with Alabama 9 northeast of Cedar Bluff via Gaylesville, Fort Payne, Rainsville, and Scottsboro to end at the junction with Alabama 2 (US 72) west of Woodville.
 36. From a junction with Alabama 33 in Wren via Danville and Hartselle to end at the junction with Alabama 53 (US 231) at Laceys Spring.
 37. From a junction with Alabama 12 and 134 (US 84) in Daleville northerly to end at the Tank Hill Gate sign of Ft. Rucker Reservation.
 38. (US 280, 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 31 part, US 84 part) From the Florida Line in Dixonville via Brewton, Repton, Monroeville, and Camden to end at the junction with Alabama 14 in Selma.
 42. (US 98, US 90 part) From the Mississippi Line west of Wilmer via Wilmer, Mobile, Spanish Fort, Fairhope, Barnwell, and Foley to end at the Florida Line near Lillian.
 43. *US Route Number - not used.*
 44. From a junction with Alabama 118 (US 78) in Guin via Twin to end at the junction with Alabama 129 near Brilliant.
 45. *US Route Number - not used.*
 46. From a junction with Alabama 4 (US 78) in Heflin via Bells Mill and Trickem to end at the Georgia Line east of Trickem.
 47. From a junction with Alabama 12 (US 84) at Mexia via Monroeville, Beatrice, and Midway to end at the junction with Alabama 10 in Awin.
 48. From a junction with Alabama 9 at 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 FAI 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. From a junction with Alabama 229 at Red Hill via Union, Walnut Hill, Thornton, Camp Hill, and Lafayette to end at the junction with Alabama 15 (US 29) in

Lanett.

51. (US 82 part) From a junction with Alabama 12 (US 84) west of Enterprise via Clintonville, Rocky Head, Ariton, Clio, Louisville, Clayton, Midway, Hurtsboro, and Marvyn to end at the Junction with Alabama 38 (US 280) in Opelika.
52. (US 84 part) From a junction with Alabama 9 (US 331) in Opp, via Kinston, Samson, Geneva, Hartford, and Dothan to end at the Georgia Line in Columbia.
53. (US 231 part, US 82 part, US 80 part, US 280 part, US 411 part) From the Florida Line south of Grangeburg via Cottonwood, Dothan, Midland City, Troy, Montgomery, Wetumpka, Sylacauga, Harpersville, Pell City, Ashville, Oneonta, Arab, Huntsville, and Ardmore to end at the junction with FAI 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 84 part, US 29 part) From the Florida Line in southwest Florala via Andalusia to end at the junction with Alabama 3 (US 31) at McKenzie.
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. From a junction with Alabama 6 (US 82) and Alabama 25 in Centreville near the east end of the Cahaba River Bridge easterly along Walnut Street to end at the junction with Alabama 6 (US 82) in Centerville.
59. (US 90 part) From a junction with Alabama 182 in Gulf Shores via Foley, Robertsdale, Loxley, Stapleton, Bay Minette, and Stockton to end at the junction with Alabama 21 in Uriah.
60. From a junction with Alabama 14 at Wedgeworth northeasterly to end at the junction with Alabama 69 near Havana.
61. From a junction with Alabama 8 (US 80) in Uniontown via Newbern to end at the junction with Alabama 14 in Greensboro.
62. From a junction with Alabama 227 at Meltonsville westerly to end at the north entrance to an industrial facility.
63. From a junction with Alabama 14 at Claud via Eclectic, Alexander City, and Hackneyville to end at the junction with Alabama 9 south of Millerville.
64. From a junction with Alabama 13 (US 43) south of Green Hill via Lexington to end at the junction with Alabama 207 north of Anderson.
65. From a junction with Alabama 2 (US 72) north of Paint Rock via Garth, Trenton, Hollytree, Princeton, Larkin, and Swaim 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 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, US 80 part, US 78 part, US 31 part, US 278 part) From a junction with Alabama 177 in Jackson via Coffeetown, Nanafalia, Linden, Gallion, Greensboro, Moundville, Tuscaloosa, Oakman, Jasper, Cullman, and Arab to end at the junction with Alabama 1 (US 431) in Guntersville.
70. From a junction with Alabama 3 (US 31) at Dargin northeasterly to end at the junction with Alabama 25 in Columbiana.
71. From a junction with Alabama 35 in Section via Flat Rock and Higdon to end at the Georgia Line northeast of Higdon.
72. *US Route Number - not used.*
73. From a junction with Alabama 71 northeast of Higdon northerly via Bryant School to end at the Tennessee Line.
74. (US 278 part, US 431 part, Alt. US 78 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 FAI 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 FAI 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 No.--not used.*
83. From a junction with Alabama 3 (US 31) in Evergreen via Lyeffion to end at the junction with Alabama 47 in Midway.
84. *US Route No.--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 Florida Line at the Chattahoochee State Park northerly via Lucy, Gordon, Columbia, 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 with a Lawrence county road (unknown number) west of Moulton northerly via Hatton, Town Creek, Elgin, and Lexington to end at the Tennessee Line north of Lexington.
 102. From a junction with Alabama 171 (US 43) north of Fayette easterly via Studdards Crossroads to end at the junction with Alabama 124 in Townley.
 103. From the Florida Line south of Fadette northerly and northwesterly via Fadette and Slocomb to end at the junction with Alabama 123 in Wicksburg.
 104. From a junction with Alabama 42 (US 98) in Fairhope easterly via Silverhill to end at the junction with Alabama 59 in Robertsedale.
 105. From a junction with Alabama 27 in Ozark northeasterly via Skipperville and Clopton to end at the junction with Alabama 10 north of Clopton.
 106. From the Conecuh-Butler County line east of Midway easterly via Georgiana to end at the junction with Alabama 15 (US 29) south of Brantley.
 107. From a junction with Alabama 18 west of Fayette via Bluff to end at the junction with Alabama 118 (US 278) in Guin.
 108. Proposed route from the junction of Alabama 8 & 21 (US 80) on the west side of Montgomery westerly to end at the junction of FAI 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 8 (US 80) east of Montgomery southeasterly via Cecil and Fitzpatrick to end at the junction with Alabama 6 (US 82) west of Union Springs.
 111. From a junction with Alabama 212 in Wetumpka via Holtville to end at the junction with Alabama 143 north of Deatsville.
 - 112.

113. (US 29 part, US 31 part) From the Florida Line in Flomaton northerly via Flomaton and Pineview to end at the junction with FAI 65 near Barnett Crossroads.
114. From a junction with Alabama 10 south of Lavaca northeasterly via Lavaca and Pennington to the west end of the Tombigbee River Bridge and from the East end of the Tombigbee River Bridge 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, US 78 part, Alt. 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. 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. Deleted from the State System
122. From a junction with Alabama 12 (US 84) in New Brockton northeasterly to end at the junction with Alabama 51 in Clintonville.
123. From a junction with Alabama 167 south of Hartford northerly via Hartford, Newton, Ozark, and Ariton to end at the junction with Alabama 53 (US 231) west of Ariton.
124. From a junction with Alabama 118 (US 78) east of Pocahontas southeasterly via Townley to end at the junction with Alabama 69 at McCollum.
125. From a junction with Alabama 203 in Elba northeasterly via Arcus, Victoria, and Tarentum to end at the junction with Alabama 53 (US 231) south of Brundidge.
126. From a junction with Alabama 8 (US 80) at Technacenter Drive east of Montgomery easterly parallel with FAI-85 to end at a junction with Alabama 8 (US 80) at Waugh.
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 Park.
129. (US 78 part) From a junction with Alabama 171 (US 43) north of Fayette, northerly via Hubbertsville, Glen Allen, Brilliant, and Haleys to end at the junction with Alabama 13 south of Haleyville.
130. From a junction with Alabama 15 (US 29) east of Banks easterly via Shiloh to end at the junction with Alabama 51 southwest of Louisville.
131. From a junction with Alabama 10 west of Blue Springs northeasterly via Texasville and Baker Hill to end at the junction with Alabama 1 (US 431) south of

- Eufaula.
132. From a junction with Alabama 75 in Oneonta northeasterly via Tait's Gap and Altoona to end at the junction with Alabama 74 (US 278) east of Red Bud.
 133. From a junction with Alabama 157 southeast of Tuscumbia northerly via Muscle Shoals and across Wilson Dam to end at the junction with Alabama 20 west of Florence.
 134. (US 84 part) From a junction with Alabama 9 and Alabama 12 (US 331 and US 84) north of the L&N Railroad in Opp easterly via Ino, Turner Crossroads, Enterprise, Daleville, Newton, Midland City, and Headland to end at the junction with Alabama 95 near Columbia.
 135. From a junction with Alabama 182 east of Gulf Shores northwesterly through Gulf State Park to end at the junction with Alabama 180 in Gulf Shores.
 136. From a junction with Alabama 21 south of Monroeville southeasterly via Excel to end at the junction with Alabama 12 (US 84) west of the Conecuh-Monroe County Line.
 137. From the Florida Line south of Wing northerly via Wing to end at the junction with Alabama 15 (US 29) south of Andalusia.
 138. From the west denied access line of FAI 85, 0.45 miles north of the centerline of FAI 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 FAI 65 north of Montgomery northerly via Millbrook and Speigner to end at the junction with Alabama 3 (US 31) north of Marbury.
 144. From a junction with Alabama 53 (US 231) south of Wattsville northeasterly via Ragland and Ohatchee to end at the junction with Alabama 1 (US 431) in Alexandria.
 145. From a junction with Alabama 3 (US 31) in Clanton northerly to end at the junction with Shelby County Road 61 south of Wilsonville.
 146. From a junction with Alabama 65 at Swaim easterly to end at the junction with Alabama 79 north of Skyline.
 147. From a junction with Alabama 15 (US 29) south of Auburn northerly via Auburn, The Bottle, and Gold Hill to end at the junction with Alabama 1 (US 431) north of Gold Hill.
 148. From a junction with Alabama 21 in Sylacauga easterly to end at the junction with Alabama 9 in Millerville.
 149. From a junction with Alabama 38 (US 280) westerly along Shades Creek Parkway and Lakeshore Drive, thence northerly along Green Springs Highway and easterly along University Boulevard to end at the junction with Alabama 3 (US 31 and US 280) in Birmingham.

150. From a junction with Alabama 5 and Alabama 7 (US 11) in Bessemer easterly to end at the junction with Alabama 3 (US 31) in Hoover.
151. From a junction with Alabama 79 north of Pinson northeasterly to end at the junction with Alabama 75 north of Pinson.
152. From a junction with FAI 65 north of Montgomery easterly along Northern Boulevard to end at the junction with Alabama 9, Alabama 21, and Alabama 53 (US 231) at Madison Park.
153. From the Florida Line south of Samson northerly to end at the junction with Alabama 52 west of Samson.
154. From a junction with Alabama 69 north of Coffeerville easterly via McEntyre and Chilton to end at the junction with Alabama 13 (US 43) in Thomasville.
155. From a junction with Alabama 3 (US 31) north of Jemison northwesterly via Wessington to end at the junction with Alabama 119 in Montevallo.
156. From a junction with Alabama 17 at Jachin easterly via Robjohn to end at the junction with Alabama 114 south of Pennington.
157. (US 72 Alt part, US 72 part, US 43 part) From a junction with Alabama 74 (US 278) east of Cullman northwesterly via Cullman, Moulton, Tuscumbia, Florence, and Cloverdale to end at the Tennessee Line.
158. From a junction with Alabama 17 (US 45) in Prichard easterly to end at the junction with Alabama 13 (US 43) in Saraland.
159. From a junction with Alabama 6 (US 82) in Gordo, northerly via Lubdub to end at the junction with Alabama 171 in Fayette.
160. From a junction with Alabama 3 (US 31) southwest of Hayden via Hayden and Nectar to end at the junction with Alabama 53 (US 231) in Cleveland.
161. From a junction with Alabama 182 east of Gulf Shores northerly via Cotton Bayou to end at the junction with Alabama 180 east of Canal Bridge.
162. From a junction with Alabama 5 at Kimbrough northeasterly to end at the junction with Alabama 28 northwest of Millers Ferry.
163. From a junction with Alabama 193 east of Theodore via Hollingers Island to end at the junction with Alabama 16 (US 90) in Mobile.
164. From a junction with Alabama 10 near Camp Camden easterly to end at the junction with Alabama 28 in Camden.
165. From a junction with Alabama 1 (US 431) west of Wylaunee northerly via Twin-springs, Jernigan, Loflin, and Fort Mitchell to end at the junction with Alabama 1 (US 431) in Phenix City.
166. From a junction with Alabama 141 at Danleys Crossroads easterly to end at the junction with Alabama 12 (US 84) in Elba.
167. (US 84 part) From the Florida Line southeast of Hartford northwesterly via Hartford, Highbluff, Enterprise, 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. 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, US 78 part, US 278 part, Alt. US 78 part) From a junction with Alabama 13 (US 43) north of Northport northwesterly via Newtonville, Fayette, Winfield, and Guin to end at the junction with Alabama 17 (US 43) in Hamilton.
172. From a junction with Alabama 19 at Vina easterly via Hodges and Hackleburg to end at the junction with Alabama 13 in Bear Creek.
173. From a junction with Alabama 1 (US 431) in Headland via Newville and Capps to end at the junction with Alabama 27 southwest of Abbeville.
174. (US 411 part) From a junction with Alabama 7 (US 11) in Springville southeasterly via Odenville to end at the junction with Alabama 53 (US 231) north of Pell City.
175. From a junction with Alabama 14 west of Sprott northerly to end at the junction with Alabama 5 south of Heiberger.
176. From a junction with Alabama 68 southeast of Collinsville northeasterly via Dogtown along Little River Canyon to end at the junction with Alabama 35 southeast of Fort Payne.
177. From a junction with Alabama 13 (US 43) at Jackson southeasterly and northeasterly via Jackson to end at the junction with Alabama 13 (US 43) north of Jackson.
178. From a junction with Alabama 13 (US 43) north of Grove Hill easterly to end at the junction with Main Street in Fulton.
179. From a junction with Alabama 74 (US 278) at Howelton northerly via Aurora to end at the junction with Alabama 168 west of Boaz.
180. From the west end of the paved road in Fort Morgan easterly via Gulf Shores and Orange Beach to end at Bear Point.
181. From a junction with Alabama 16 (US 90) at Malbis 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 Nitate 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 FAI 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 FAI 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. 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. *US Route 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. *US Route Number - not used.*
195. From a junction with Alabama 5 in Jasper northerly via Poplar Springs, Double Springs, Ashridge, and Forkville to end at the junction with Alabama 13 in Haleyville.
196. From a junction with Alabama 52 west of Geneva southeasterly to end at the junction with Alabama 27 south of Geneva.
197. From a junction with Alabama 15 (US 29) south of Union Springs northerly along Rooney Street to end at the junction with Alabama 6 and Alabama 15 (US 82 and US 29) in Union Springs.
198. From a junction with Alabama 239 in Clayton easterly to end at the junction with Alabama 30 in southeast Clayton.
199. From a junction with Alabama 81 north of Tuskegee northwesterly to end at the junction with Alabama 14 southwest of Liberty City.
200. From a junction with Alabama 21 near the southwest city limits of Piedmont northerly to end at the junction with Alabama 74 (US 278) near the northwest city limits of Piedmont.
201. From a junction with Alabama 93 southeast of Banks northerly to end at the junction with Alabama 15 (US 29) east of Banks.
202. From a junction with Interstate 20 in Talladega County northerly via Coldwater to end at the junction with Alabama 1 and Alabama 21 (US 431) in Anniston.
203. From a junction with Alabama 189 in Elba northwesterly and easterly to end at the junction with Alabama 125 in Elba.
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. From a junction with Alabama 6 (US 82) in Prattville easterly along Fourth Street and southerly to end at the junction with Alabama 14 (Main Street) in Prattville.
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. From a junction with Alabama 58 in Centerville at the Courthouse northwesterly along Market Street and East Market Street to end at the junction with Alabama 25 in Centerville.
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 Company Street in Wetumpka.
 213. From a junction with Alabama 17 (US 45) northwest of Eight Mile Creek in Prichard northeasterly to a junction with Alabama 13 (US 43) in Saraland.
 214. *US Route Number - not used.*
 215. From a junction with Alabama 6 (US 82) in Tuscaloosa northerly along Greensboro Avenue to 5th Street, thence easterly along 5th Street and University Boulevard 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 FAI 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. *US Route 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. *US Route 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. *US Route 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. *US Route 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. *US Route 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. *US Route Number - not used.*
 229. From a junction with FAI 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. *US Route Number - not used.*
 231. *US Route Number - not used.*
 232. *US Route 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. *US Route 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. *US Route 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. *US Route 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. *US Route 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. *US Route 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. *US Route Number - not used.*
245. From a junction with Alabama 10 in Greenville northwesterly to end at the junction with Alabama 185 in Greenville.
246. *US Route 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 Ft. Rucker Reservation.
249. From the north boundary of Ft. Rucker Reservation northeasterly to end at the junction with Alabama 27 in Ozark.
250. *US Route 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. *US Route 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. *US Route Number - not used.*
255. From Redstone Arsenal Gate 9, approximately 0.40 miles south of FAI 565 northerly to end at the junction with Alabama 53 in Huntsville.
256. *US Route Number - not used.*
257. From a junction with Alabama 195 at Five Points north of Jasper northerly via Curry to end at the Winston-Walker county line.
258. *US Route 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. *US Route 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. *US Route 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. *US Route 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. *US Route Number - not used.*
267. From a point at the junction of Alabama 147 and South College Street in Auburn along Alabama 147 (Shug Jordon Parkway) to end at a point at the junction of Alabama 147 and North College Street near the northeast limits of the City of Auburn.

268. *US Route 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. *US Route 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 FAI 85 in Montgomery at AUM.
272. *US Route Number - not used.*
273. From a junction with Alabama 68 near Leesburg northeasterly to end at the junction with Alabama 35 near Blanche.
274. *US Route Number - not used.*
275. From a junction with Alabama 21 in Talladega northerly to end at the junction with Alabama 77 in Talladega.
276. *US Route 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 No.--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. *US Route 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. *US Route Number - not used.*
285. From Lakepoint Resort State Park northerly to end at the junction with Alabama 165 in Eufaula.
286. *US Route 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 in Bay Minette, thence northeasterly to end at the junction with FAI 65.
288. *US Route 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. *US Route 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. *US Route 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 8 (US 80).
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 open to traffic at this time, extends from Jack Warner Parkway across the “Paul “Bear” Bryant” bridge to Rice Mine Road (CR 30) in Tuscaloosa.
299. From the junction of Alabama 12 (US 84) east of Babbie, to the junction of Alabama 9 (Alt. US 331) south of the city of Opp, thence along the Opp Bypass to end at junction of Alabama 9 (Alt. US 331) north of the city of Opp.
604. From a point at the Auburn – Opelika city limits easterly to end at the junction with Alabama 38 (US 280) in Opelika.
759. From a junction with FAI 759 and Alabama 25 (US 411) in Gadsden easterly, thence northerly to end at the junction with Alabama 291.

PERSONNEL AND PAYROLL COMPARISONS FOR THE LAST TWO FISCAL YEARS

FISCAL YEAR ENDING SEPTEMBER 30, 2006			FISCAL YEAR ENDING SEPTEMBER 30, 2007		
Biweekly/ Semiweekly Pay Periods	Number of Employees	Amount of Payrolls	Semiweekly Pay Periods	Number of Employees	Amount of Payrolls
10/01/05 thru 10/14/05.....	4456	5,793,269.87	10/01/06 thru 10/15/06.....	4558	6,796,177.41
10/15/05 thru 10/28/05.....	4463	5,882,521.50	10/16/06 thru 10/31/06.....	4566	6,743,509.21
10/29/05 thru 11/11/05.....	4481	5,771,805.20	11/01/06 thru 11/15/06.....	4605	8,263,588.88
11/12/05 thru 11/25/05.....	4496	7,243,493.46	11/16/06 thru 11/30/06.....	4595	6,763,336.61
11/26/05 thru 12/09/05.....	4485	5,780,095.34	12/01/06 thru 12/15/06.....	4596	6,872,635.09
12/10/05 thru 12/23/05.....	4487	5,869,522.11	12/16/06 thru 12/31/06.....	4614	6,749,082.71
12/24/05 thru 01/06/06.....	4489	5,698,333.15	01/01/07 thru 01/15/07.....	4612	7,148,306.27
01/07/06 thru 01/20/06.....	4505	5,969,809.70	01/16/07 thru 01/31/07.....	4608	6,821,210.56
01/21/06 thru 02/03/06.....	4496	5,811,281.60	02/01/07 thru 02/15/07.....	4619	6,946,242.95
02/04/06 thru 02/17/06.....	4512	6,030,917.39	02/16/07 thru 02/28/07.....	4616	6,796,444.01
02/18/06 thru 03/03/06.....	4505	5,809,021.19	03/01/07 thru 03/15/07.....	4589	7,000,168.60
03/04/06 thru 03/17/06.....	4499	6,338,571.75	03/16/07 thru 03/31/07.....	4621	6,975,038.54
03/18/06 thru 03/31/06.....	4491	6,314,390.43	04/01/07 thru 04/15/07.....	4630	7,043,232.57
04/01/06 thru 04/15/06.....	4505 ¹	6,501,278.31	04/16/07 thru 04/30/07.....	4634	6,905,791.92
04/16/06 thru 04/30/06.....	4490	6,285,138.35	05/01/07 thru 05/15/07.....	4644	7,039,376.17
05/01/06 thru 05/15/06.....	4517	6,485,837.28	05/16/07 thru 05/31/07.....	4674	6,960,656.15
05/16/06 thru 05/31/06.....	4531	6,361,112.74	06/01/07 thru 06/15/07.....	4694	7,061,175.99
06/01/06 thru 06/15/06.....	4557	6,429,565.93	06/16/07 thru 06/30/07.....	4698	7,031,163.25
06/16/06 thru 06/30/06.....	4556	6,463,626.44	07/01/07 thru 07/15/07.....	4700	6,992,083.43
07/01/06 thru 07/15/06.....	4574	6,401,270.37	07/16/07 thru 07/31/07.....	4693	7,074,514.98
07/16/06 thru 07/31/06.....	4574	6,424,741.83	08/01/07 thru 08/15/07.....	4703	7,138,893.07
08/01/06 thru 08/15/06.....	4572	6,531,706.95	08/16/07 thru 08/31/07.....	4674	7,133,217.84
08/16/06 thru 08/31/06.....	4554	6,456,129.68	09/01/07 thru 09/15/07.....	4669	7,277,444.00
09/01/06 thru 09/15/06.....	4548	6,852,020.03	09/16/07 thru 09/30/07.....	4658	<u>6,382,299.28</u>
09/16/06 thru 09/30/06.....	4548	<u>6,737,095.48</u>			
TOTAL.....		156,242,556.08	TOTAL.....		167,915,589.49
Semiweekly Average.....	4515	6,249,702.24	Semiweekly Average.....	4636	6,996,482.90

¹ Due to approved legislative action, payroll periods were changed from the *bi-weekly* accounting period to the *semi-monthly* period effective March 4, 2006

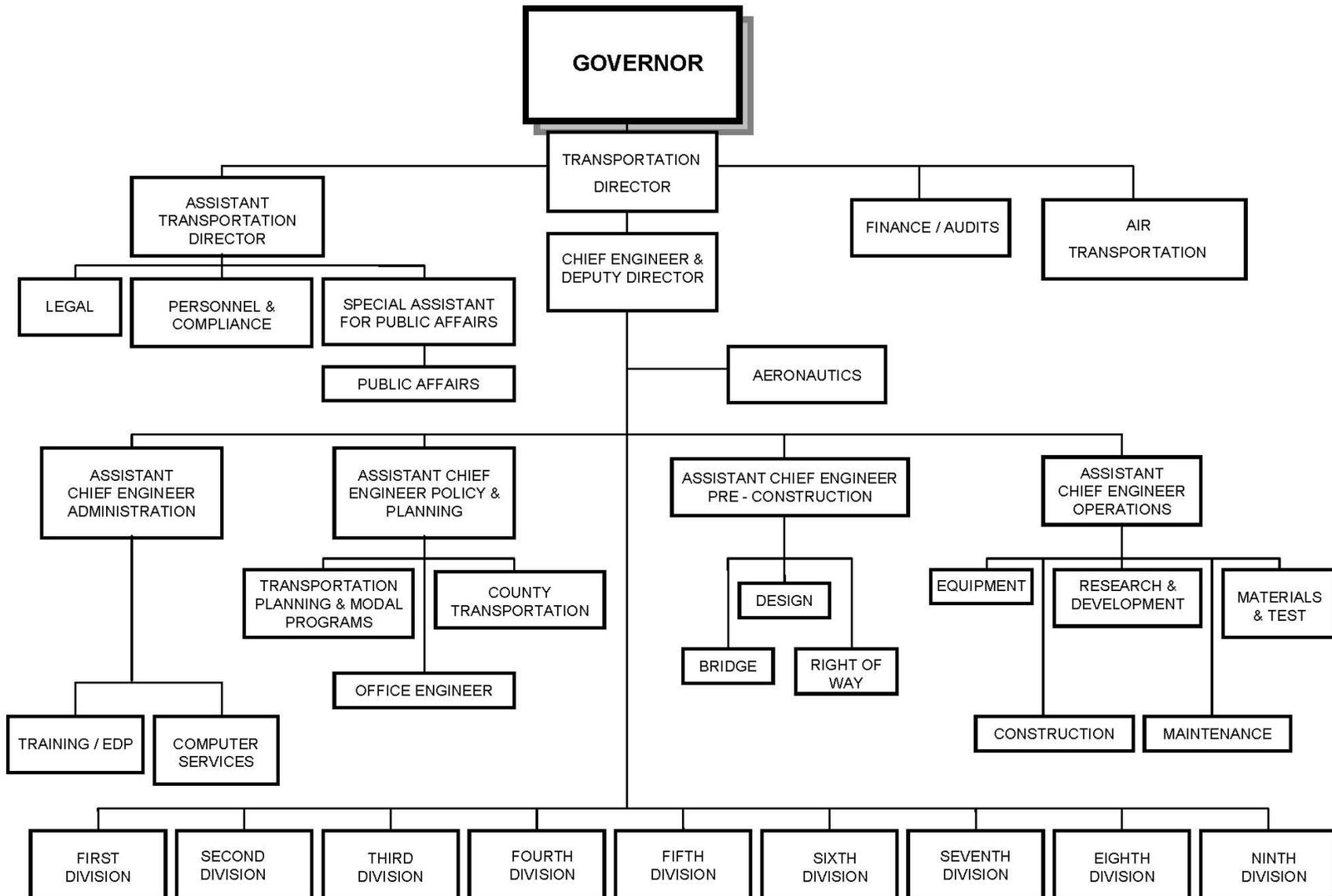
**SEPARATIONS AND APPOINTMENTS
FISCAL YEAR 2007**

	<u>SEPARATIONS</u>							<u>APPOINTMENTS</u>				TOTAL	
	RESIGNATIONS	DISMISSALS	LAYOFF	LEAVE WITHOUT PAY	SUSPENSION	DEATH	RETIREMENT	TOTAL	REGULAR	PROVISIONAL	TEMPORARY		FORM 8
OCTOBER	20	01	0	00	04	01	00	26	35	03	07	02	47
NOVEMBER	18	03	0	05	05	03	02	36	78	02	01	00	81
DECEMBER	29	05	0	04	02	01	21	62	37	01	09	02	49
JANUARY	17	02	0	13	03	00	00	35	30	03	01	01	35
FEBRUARY	14	05	0	05	03	01	04	32	32	03	04	00	39
MARCH	17	05	0	05	05	01	14	47	31	01	05	03	40
APRIL	07	04	0	05	04	01	00	21	37	00	02	02	41
MAY	23	03	0	09	02	00	05	42	33	02	09	21	65
JUNE	26	03	0	08	05	00	14	56	41	01	18	20	80
JULY	18	03	0	04	03	01	02	31	23	01	03	03	30
AUGUST	56	04	0	11	01	00	05	77	23	03	07	00	33
SEPTEMBER	13	05	0	08	03	00	12	41	16	04	04	02	26
TOTAL	258	43	0	77	40	9	79	506	416	24	70	56	566

**PERSONNEL SEPARATIONS AND APPOINTMENTS
FISCAL YEARS 1985 – 2007**

<u>FISCAL YEAR</u>	<u>SEPARATIONS</u>							<u>APPOINTMENTS</u>				
	RESIGNATIONS	DISMISSALS	LAYOFF	LEAVE WITHOUT PAY	SUSPENSION	DEATH	RETIREMENT	TOTAL	REGULAR	FORM 8 PROVISIONAL	TEMPORARY	TOTAL
1985	222	03	00	58	12	20	74	389	603	144	11	758
1986	271	06	00	67	21	13	148	526	175	378	135	688
1987	229	22	84	81	33	10	149	608	109	83	33	225
1988	202	11	00	89	44	13	145	504	327	44	46	417
1989	225	21	00	98	42	03	140	532	427	158	43	628
1990	325	16	00	118	31	11	122	623	382	191	46	619
1991	297	30	00	216	26	12	101	682	318	175	36	529
1992	266	24	00	130	30	17	135	602	272	220	46	538
1993	369	25	00	110	43	10	111	668	417	262	64	743
1994	317	15	00	114	28	11	176	661	240	357	97	694
1995	269	20	00	112	67	13	72	553	52	156	45	353
1996	268	14	00	98	70	19	209	678	67	115	29	211
1997	290	23	00	89	65	11	51	529	78	112	26	216
1998	293	32	00	72	43	16	373	815	86	248	15	349
1999	239	28	00	51	43	14	35	405	305	362	51	718
2000	218	43	00	33	51	07	67	408	118	155	47	320
2001	161	28	00	38	28	09	60	324	101	250	97	448
2002	152	43	00	58	23	05	101	382	147	45	340	532
2003	152	43	00	106	33	05	101	440	324	227	167	718
2004	266	60	00	115	56	09	117	623	243	192	99	534
2005	318	69	00	102	53	08	110	660	380	163	80	623
2006	327	18	00	95	60	11	109	620	472	24	73	569
2007	258	43	00	77	40	09	79	506	416	24	70	510

ALABAMA DEPARTMENT OF TRANSPORTATION ORGANIZATIONAL CHART



ALABAMA DEPARTMENT OF TRANSPORTATION ORGANIZATION AND CONTACT PERSONNEL

OFFICE OF TRANSPORTATION DIRECTOR

Transportation Director Joe McInnes

Assistant Transportation Director L. Daniel Morris, Jr., J.D.

Chief Engineer & Deputy Director D.W. Vaughn, P.E.

Assistant Chief Engineer: Pre-construction Rex Bush, P.E./P.L.S.

Assistant Chief Engineer: Operations G.M. Harper, P.E.

Assistant Chief Engineer: Administration Lamar Woodham, Jr., P.E./P.L.S.

Assistant Chief Engineer: Policy & Planning Don Arkle, P.E.

Air Transportation

Aircraft Pilot II David L. Goodwin

Finance & Audits

Accounting Director III Lamar McDavid

Accounting Director I Bill Flowers

Accounting Director I Charles F. Grider

Audit Manager Wayne Cobb

Audit Manager Alvena Williams

OFFICE OF ASSISTANT TRANSPORTATION DIRECTOR

Assistant Transportation Director L. Daniel Morris, Jr., J.D.

Legal Counsel

Chief Counsel, Attorney IV Jim R. Ippolito, Jr., J.D.

Attorney III Robert M. Alton, III, J.D.

Attorney III Stacey S. Houston, J.D.

Attorney III Harry Lyles, J.D.

Attorney I/II Jason A. Trippe, J.D.

Attorney I/II George R. Prescott, Jr., J.D.

Personnel

Departmental Personnel Manager III	Ron J. Green
Department Personnel Manager I	James R. Begley
Transportation Recruitment Manager	Cleo Daniel
Employee Assistance Program Coordinator	Jeremiah Taylor
Safety Coordinator	Ellis A. Paulk, II
Equal Employment Opportunity Coordinator	Clarence Hampton

Government Relations Manager	Tony Harris
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Public Affairs:

Public Information Manager	Norman F. Lumpkin
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OFFICE OF CHIEF ENGINEER & DEPUTY DIRECTOR

Chief Engineer & Deputy Director	D.W. Vaughn, P.E.
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Assistant Chief Engineer: Administration	Lamar Woodham, Jr., P.E./P.L.S.
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Assistant Chief Engineer: Policy & Planning	Don Arkle, P.E.
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Assistant Chief Engineer: Pre-construction	Rex Bush, P.E./P.L.S.
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Assistant Chief Engineer: Operations	G.M. Harper, P.E.
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Aeronautics Administrator	John Eagerton
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Divisions:

FIRST	Johnny L. Harris, P.E., P.L.S. Guntersville, Alabama
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SECOND	James D. Brown, P.E. Tuscumbia, Alabama
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THIRD	Brian C. Davis, P.E. Birmingham, Alabama
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FOURTH	DeJarvis Leonard, P.E. Alexander City, Alabama
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FIFTH	L. Dee Rowe, P.E. Tuscaloosa, Alabama
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SIXTH	Randall Estes, P.E. Montgomery, Alabama
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SEVENTH	J. M. Griffin, P.E. Troy, Alabama
EIGHTH	Jerry Holt, P.E. Grove Hill, Alabama
NINTH	R. F. Poiroux, P.E. Mobile, Alabama

OFFICE OF ASSISTANT CHIEF ENGINEER

Assistant Chief Engineer, Administrative Engineer Lamar Woodham, Jr., P.E./P.L.S.

Training & Employee Development Program:

Training & Employee Development Program Manager	E. Maxine Wheeler
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Computer Services:

Information Technology Manager III	Guin Butler
Transportation Administrator	Alton Treadway
Information Technology Manager II	Bill Courson
Data Processing Information System Manager I	Deborah Hornsby
Information Technology Manager II	Princess Harper
Information Technology Operations Manager	Rodney Rives
Information Technology Manager II	Michael Stokes
Information Technology Systems Specialist, Sr.	Danny Turner

OFFICE OF ASSISTANT CHIEF ENGINEER

Assistant Chief Engineer, Policy & Planning Don Arkle, P.E.

Transportation Planning & Modal Programs:

Professional Civil Engineer III	Robert J. Jilla, P.E.
Transportation Administrator	William E. Couch
Transportation Administrator	Emmanuel C. Oranika
Transportation Administrator	Charles R. Pouncey
Professional Civil Engineer II	Lisa A. Ray, P.E.
Professional Civil Engineer II	Charles W. Turney, P.E.
Transportation Administrator	Wesley E. Elrod
Transportation Administrator	Cecil W. Colson, Jr.
Transportation Administrator	Waymon Benifield
Transportation Manager	Craig S. Thomas

Transportation Planner, Senior
Senior Accountant

Joecephus Nix
Rhonda A. Sipper

Office Engineer:

Professional Civil Engineer III
Professional Civil Engineer II
Transportation Administrator

Ronald L. Baldwin, P.E.
Clay P. McBrien, P.E.
Terry W. Robinson

County Transportation:

Professional Civil Engineer III
Professional Civil Engineer II
Professional Civil Engineer II

D.E. (Ed) Phillips, Jr., P.E.
Mack V. Lovelady, P.E.
Edward N. Austin, P.E.

OFFICE OF ASSISTANT CHIEF ENGINEER

Assistant Chief Engineer, Pre-Construction

Rex Bush, P.E./P.L.S.

Bridge:

Professional Civil Engineer III
Professional Civil Engineer III
Professional Civil Engineer II
Transportation Administrator

William F. Conway, P.E.
John F. (Buddy) Black, P.E.
Randall Mullins, P.E.
Dan Warner, P.E.
Tim Colquett, P.E.
William Golson, P.E.
Ralph Davis, P.E.
Tom Flournoy, P.E.
Robert Gray

Design:

Professional Civil Engineer III
Professional Civil Engineer II
Professional Civil Engineer II
Professional Civil Engineer II
Professional Civil Engineer II
Transportation Administrator
Transportation Administrator

William Adams, P.E.
Steven E. Walker, P.E.
Stanley C. Biddick, P.E.
W. Carey Kelly, P.E.
Robert G. Lee, P.E.
Adenrele Odutola, P.E.
Alfedo Acoff
James L. Griffin

Right-of-Way:

Transportation Senior
Administrator
Transportation Administrator

Paul Bowlin
George Dobbs

ROW Acquisition Manager	Ken Longcrier
ROW Acquisition Manager	Danny Joyner
Transportation Manager	Tammy Hicks

OFFICE OF ASSISTANT CHIEF ENGINEER

Assistant Chief Engineer, Operations	G.M. Harper
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Equipment:

Equipment Management Coordinator	Deborah Clark
Equipment Maintenance Superintendent	Mike Elmore
Dept. Procurement Officer II	Stanford D. Carlton
Equipment Maintenance Superintendent	Ronald D. Pruitt

Construction:

Professional Civil Engineer III	Terry McDuffie, P.E.
Professional Civil Engineer II	Jeffery L. Benefield, P.E.
Professional Civil Engineer II	Barry Fagan, P.E.
Professional Civil Engineer II	Aubrey Strickland, P.E.
Professional Civil Engineer II	Robert Holmberg, P.E.
Transportation Administrator	Walter Kelly
Transportation Administrator	Geneva Brown

Maintenance:

Professional Civil Engineer III	John Lorentson, P.E.
Transportation Administrator	Ron Newsome
Professional Civil Engineer II	George Conner, P.E.
Professional Civil Engineer II	Tim Taylor, P.E.
Transportation Administrator	Randy Braden
Professional Civil Engineer II	Stacey Glass, P.E.
Professional Civil Engineer II	Eric Christie, P.E.

Materials & Tests:

Professional Civil Engineer III	Larry Lockett, P.E.
Professional Civil Engineer II	Lyndi Blackburn, P.E.
Transportation Administrator	Scott George, P.E.
Professional Civil Engineer II	Gary Brunson
Professional Civil Engineer II	Robert L. Wolfe, P.E.
Professional Civil Engineer II	Buddy E. Cox, Jr., P.E.

Research & Development:

Transportation Senior Administrator

Transportation Administrator

Transportation Administrator

Transportation Administrator

Jeffery Brown

Juanita M. Owens, P.E.

Ivy W. Harris

Carl E. Smith

GOVERNORS AND TRANSPORTATION DIRECTORS¹

<u>TERM</u>	<u>GOVERNOR</u>	<u>HIGHWAY COMMISSION CHAIRMAN</u>
1911 – 1915	Emmet O'Neal	Robert E. Spragins
1915 – 1919	Charles Henderson	Robert E. Spragins
1919 – 1923	Thomas E. Kilby	John Craft (1919) John A. Rogers (1919 – 1923)
1923 – 1927	William W. Brandon	John A. Rogers
<u>TERM</u>	<u>GOVERNOR</u>	<u>HIGHWAY DIRECTOR</u>
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 Engelhardt
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) Marion H. Wilkins (1969 – 1971)
1971 – 1975	George C. Wallace	W. Guerry Pruett (1971 – 1972) Ray D. Bass (1972 – 1975)
1975 – 1979	George C. Wallace	Ray D. Bass (1975 – 1978) Dan H. Turner (1978 – 1979)
1979 – 1983	Forrest "Fob" James, Jr.	Rex K. Rainer (1979 – 1980) Bobby J. Kemp (1980 – 1983)
1983 – 1987	George C. Wallace	Ray D. Bass
1987 – 1991	Guy Hunt	Royce G. King
1991 – 1993	Guy Hunt	Perry A. Hand (1991 – 1993) G.M. Roberts (1993)

¹ In 1993, the Alabama Highway Department was officially renamed the Alabama Department of Transportation by the Alabama Legislature (*Acts 1939, No. 13, p. 9; Code 1940, T. 23, §1; Acts 1993, 1st Ex. Session, No. 93-843, p. 54, §1.*)

<u>TERM</u>	<u>GOVERNOR</u>	<u>TRANSPORTATION DIRECTOR</u>
1993 – 1995	James E. Folsom, Jr.	G.M. Roberts
1995 – 1999	Forrest “Fob” James, Jr.	Jimmy Butts
1999 – 2003	Don Siegelman	G.M. Roberts (1999 – 2001) Paul E. Bowlin (2001 – 2003)
2003 – Present	Bob Riley	Joe McInnes (2003 – Present)