

*Ninety-Fourth  
Annual Report*

**ALABAMA  
DEPARTMENT of TRANSPORTATION**



*From  
October 1, 2004 to September 30, 2005*

*Ninety-Fourth  
Annual Report*

**ALABAMA  
DEPARTMENT of TRANSPORTATION**

*Bob Riley*

**GOVERNOR**

*Joe McInnes*

**TRANSPORTATION DIRECTOR**

*from*

*October 1, 2004 to September 30, 2005*

**EBSCO MEDIA**  
**BIRMINGHAM, ALABAMA**



Bob Riley  
Governor

## ALABAMA DEPARTMENT OF TRANSPORTATION

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Joe McInnes  
Transportation Director

February 16, 2006

The Honorable Bob Riley  
Governor  
State of Alabama  
State Capitol  
Montgomery, Alabama 36130

Dear Governor Riley:

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

Sincerely

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

Joe McInnis  
Transportation Director

JM/JC/jj

Enclosure

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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 Director's 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:
  - American Association of State Highway and Transportation Officials Board of Directors
  - Southeastern Association of State Highway and Transportation Officials Board of Directors
  - Aeronautics Commission
  - Alabama Commission of Environmental Initiatives
  - Alabama Enterprise Zone Advisory Council
  - Alabama Hazard Mitigation Council
  - Alabama Highway Authority
  - Alabama Highway Finance Corporation
  - Alabama Resource Development Commission
  - Alabama Scenic Byways Approval Committee
  - Appalachian Regional Commission
  - Coosa Valley Development Authority
  - Federal Aid Highway Finance Authority
  - Governor's Task Force on Development of Economically Distressed Counties
  - Interagency Coordinating Council
  - InterState Commerce Commission
  - Law Enforcement Systems Integration and Standards Board
  - National Park Service
  - Southern Rapid Rail Transit Commission
  - State Safety Coordinating Committee
  - Tombigbee Valley Development Authority
  - 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 Human Resources Bureau, and the Personnel Bureau.

### 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 highway 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 three Assistant Chief Engineers who work with the Chief Engineer to more properly respond to the Transportation Director. The Chief Engineers 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 Engineers Office 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 in support of its 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 78 general aviation airports that are owned by various cities, counties and airport authorities. The law that established the Aeronautics Bureau within the Transportation Department 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 \$100 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 2004-2005 fiscal years, the tax for aviation fuel was .024 cents per gallon and the jet fuel rate was .008 cent per gallon. The State collected aviation/jet fuel tax receipts in the amount of \$667,656 for the year. Compared to the previous year, fuel tax receipts increased by approximately \$65,190 for 2004-2005.

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. Also, 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 2004-2005, the Surplus Military Fields Fund had a market value of approximately 8.4 million dollars in principal invested in various interest-yielding instruments. Interest earned in FY-2005 amounted to \$288,665. The interest generated by the Department's investment portfolio is used as matching grants for 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 78 general aviation airports and six (6) commercial service airports to plan and fund capital improvements for their facilities.

During fiscal year 2004-2005, the Alabama Department of Transportation approved grants to 42 different airports from both the Airport Development Fund and the Surplus Military Fields Fund. Grants in the amount of \$1,017,906 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 2004-2005 fiscal year, the FAA issued a total of \$55.9 million in grants to airports within the state of Alabama. Of this total, \$28.1 million was split between the six commercial service airports in Birmingham, Huntsville, Mobile, Montgomery, Dothan and Muscle Shoals. The remainder, or \$27.8 million, was issued in grants to 42 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 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 for the purpose of assuring 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 92 licensed public use airports and 41 licensed private use airports. Of the 92 public use airports, 84 are publicly owned and 8 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 in the vicinity of 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 focuses 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 has been 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.

#### **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). Air Transportation staff: Senior Pilot, David L. Goodwin; Captain, Brian K. Dekruyff; Chief of Maintenance, Charles N. Taylor; Aircraft Mechanic, Robert L. Smith; Line Support, Alonzo Alexander; Office Coordinator, Debra Broadnax.

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

### **BUREAU OF BRIDGES**

The Bureau of Bridges is responsible for the structural design and analysis of all structures used on Alabama's Highway System. There are 52 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, one Checking Section, and a Fabrication Inspection Section handle these activities.

The Bureau of Bridges performs structural design and analysis for highway bridges, pedestrian overpasses, overhead sign structures, highway lighting supports, and box 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.

This Bureau coordinates and reviews designs and plans prepared for the State by consulting engineering firms on all bridge projects and 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 provides shop inspection for quality assurance in fabrication of all structural steel members for highway projects.

During fiscal year 2005, construction plans were completed and let to contract for 16 projects consisting of 36 bridges. Fifteen (15) projects were let in U.S. Customary Units with 34 bridges and had a total structure length of 17,564 feet, a total area of 797,556 square feet, at a total bid cost of \$68,663,207 with an average square foot construction cost of \$86. One (1) project was let in Metric Units with 2 bridges and had a total structure length of 174 meters, a total area of 2,480 square meters, at a total bid cost of \$2,059,792 with an average square meter construction cost of \$831.

This Bureau is heavily involved in several construction projects with shop and fabrication drawing review, shop inspection, and resolution of conflicts. These projects include bridge replacement on U.S. 80 over the Tombigbee River in Sumter/Marengo County, bridges for Corridor "V" in Franklin County, an emergency bridge replacement on I-20 over I-59 in Birmingham, and bridge replacement on S.R. 269 over Mulberry Fork in Walker County.

The Bureau of Bridges provides structural design assistance to 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, 2004 to September 30, 2005 can be found in the statistical section of this report.

### **BUREAU OF COMPUTER SERVICES**

The Bureau of Computer Services provides data processing services for the various functions of the 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), etc.; (3) Accounting - payroll, personnel, accounts payable, etc.; (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, provides computer training facility for various Departmental application, etc.

A client/network desktop environment has been implemented to provide computer and network capability to all Bureaus, Divisions, and Districts of the Department of Transportation 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 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.

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 which 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**

FY 2004-2005

3.0M Regular payroll

5.1M Professional services and maintenance contracts

0.9M Utilities (telephone lines)

10.5M Equipment and software purchases

19.5M total

### **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 GHRS, 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

### **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

## **BUREAU OF CONSTRUCTION**

The Bureau of Construction is organized with a Roadway Section, a Bridge Section, a Specifications Section, a Plans Review Section, a Special Projects Section, an Environmental Construction 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.

The Construction Bureau is responsible for managing the AASHTO construction management software product SiteManager. We have implemented the Daily Work Report and Diary section in approximately 95% of all project offices statewide and plan to follow with Estimates by the end of the year. This will allow us to produce a variety of reports and expedite the contractor payment process.

Plans for the projects funded with State and/or Federal monies are reviewed by the Bureau 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 which 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.

Over the past several years, the Construction Bureau has become more involved with contract administration issues concerning Disadvantaged Business Enterprises (DBEs). In 2004, the Bureau dedicated a staff member to be responsible for handling DBE issues that occur after a contract is executed and construction is set to begin. In August of 2005, the Bureau was delegated with the responsibility of reviewing and approving original DBE Utilization Plans prior to the award of the contract. With these added duties, the Bureau is responsible for all contract administration issues for the Department's DBE Program 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 arise on the project.

In response to increased awareness of and more stringent regulations for environmental protection, an Environmental Construction Section was created as well as a position for the Environmental Construction Engineer. The responsibilities of this section include the prevention and mitigation of negative environmental impacts caused by and related to road and bridge construction.

As of October 1, 2004, there were 475 active projects under construction amounting to approximately \$1,393,000,000.

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 21,059 miles of roads and constructed 3,191 bridge structures at a cost of approximately \$1,578,150,161 of Federal, State, and County funds. During the 2005 fiscal year, the 67

counties completed 550 miles of widening and resurfacing and 158 bridges, 21,934 linear feet in length, at a total approximate cost of \$112,987,071, 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, 2005, 427 bridges have been completed, and 115 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 a total of 190 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 being done for the Department in the highway design, corridor studies, and traffic engineering areas. The Bureau is directed by the Design Bureau Chief who is responsible directly to the Assistant Chief Engineer, Preconstruction.

The activities of the Design Bureau are currently 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 a total of nine 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, 119 consultant contracts totaling \$59 million were executed during fiscal year 2004-2005. 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 2004-2005, 11 of these projects were let to contract at a total construction cost of \$173 million.

### **Traffic Design Section**

The Traffic Design Section under the direction of the State Traffic Design Engineer consists of three (3) design groups, Traffic Signal System Design, Intelligent Transportation System Design, and Roadway Lighting 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 Section's scope includes the aspects as it relates to traffic signal design and statewide standardization, including review of traffic signal warrants, providing plans, specifications, cost estimates, and checking review of project plans, composing specifications for the required materials of a proposed traffic signal installation, and reviewing electrical materials proposed for use on traffic signal installations. Manages the traffic signal design services contract and coordinates with consultants design and payment.

The roadway lighting 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, Consultants, and the Divisions. This group's scope includes all aspects of the electrical portion of a project, including 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. When lighting projects are designed outside the Department, this Section coordinates and reviews the plans.

The Intelligent Transportation System (ITS) group is responsible for projects that typically include fiber optic communications networks, traffic surveillance CCTV, and machine vision vehicle tracking, detection, and classification systems. The ITS group uses the combined efforts of both the signals and the lighting groups in the development of high technology projects. 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 to the approved State and Regional Architectures.

### **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. In addition, the Section must review and approve all environmental documents of 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. Also, 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 also furnishes environmental documents and clearances for Coast Guard Clearance Permits and 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, highway location and design, land use, ecology, archaeological and historical resources, computer science, social and economic impacts, administrative support, and public involvement.

During the 2005 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:  
Survey, assessments, reports, and clearance on 35 highway projects and 5 material pits; 30 property transfers; 20 Phase II testing projects; 6 Phase III data recovery excavations. Additionally, 40 consultant projects were reviewed, coordinated, and commented on; 12 memoranda of agreement were processed; 4 historic American Engineering Record documents were completed; 28 historic structures' reports were completed; and 4 historic bridges were advertised. Historic bridge inventory content study underway and 2 historic districts were documented. Forty County Site file reviews were conducted.
2. Permits:  
Applied for 22 and obtained 14 Section 404 Dredge and Fill Permits, supplied documentation for 4 Coast Guard Permits, and received ADEM Water Quality Certification and Alabama State Docks permits for all Section 404 Dredge and Fill Permits. In addition, made a determination on 45 other projects of Section 404 applicability.
3. Noise and Air:  
Prepared and obtained approval of 23 Noise Reports, 9 Air Analyses, and made a determination of consistency with the Alabama Department of Environmental Managements State Implementation Plan and Noise Impacts on all other projects. Reviewed 10 consultant air analyses and 14 noise analyses.

4. Ecology and Water Quality:  
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:  
Developed and initiated 52 public involvement programs (includes public hearings and public involvement meetings).
6. Environmental Documents:  
Prepared and obtained approval for 20 projects as Categorical Exclusions, 8 Environmental Assessments, 15 Findings of No Significant Impact, 0 Draft Environmental Impact Statements, 0 Final Environmental Impact Statements, reevaluated and updated 15 previously approved environmental documents, prepared 2 Section 4(f) Statements and 0 Records of Decision.
7. Farm Land:  
Prepared and coordinated with Soil Conservation Service 35 Farmland Impact Analyses.
8. Early Coordination:  
Prepared and mailed early coordination letters on 35 projects.
9. Hazardous Material:  
Reviewed 75 projects for hazardous material identification.
10. Regional Planning Commission Coordination:  
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. The Section also reviewed and commented on environmental documents furnished 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 for conducting these studies with either 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 is obtained from various sources, reviewed to determine compatibility with the type work to be performed, and written to a data set that can be used by the designer. Twelve requests were made for USGS quadrangle data and twelve were delivered. Twelve requests were made for data sets from existing county wide mapping projects and twelve were delivered. If existing mapping data suitable for the design phase cannot be obtained, the Location Section administers a statewide aerial photography and mapping agreement with three approved on-call consulting firms. Five requests for digital mapping were made and five were received.

Surveys are provided for the development of final construction plans. This work is carried out by five statewide field parties or by consultant managed by this Section. The five statewide crews completed 14 projects and collected additional information on 22 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 281 control points on 30 projects and ran 182 miles of levels to these points. The GPS crew completed the recovery of 295 control points for use in the Height Modernization project.

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 NOAA's 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 and was completed in September 2005. Phase II will place second order elevations on each of these marks. Approximately 55 miles of second order leveling was completed with an additional 164 miles in progress. Four Continuously Operating Reference Stations (CORS) were established allowing 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 is also 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/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 2005 fiscal year, more than 138 reviews and inspections were conducted at various locations throughout the State.

The Plan Checking 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 2005, the Plan Checking Unit completed more than 87 plan reviews for accuracy and completeness. The Pay Item Unit added or deleted more than 200 pay items in the U.S. and metric units of measurements. The Standard Drawing Unit deleted 2 drawings, added 8 new drawings and changed 104 drawings in the U.S. and metric standard books. Note: 416 signs were updated to MUTCD 2003 and all dimensions in fractions were changed to decimals. The U.S. book contains 334 drawings and the metric book contains 256 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 2005 fiscal year, more than 100 Plan-in-Hand/P.S. & E. reviews and 75 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 draftsmen, organized into four separate subsections: Design, Engineering Support, Storm Water, and Hydraulic Support. This Section currently employs 46 persons out of which 34 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 26 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 which interacts with these products. In the past year, numerous Department employees have been trained in introductory, intermediate, and advanced engineering automation applications. Offices and Divisions have been 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 in conjunction with ProSoft, Inc. has created a custom Micro Station environment called a "workspace." The workspace will include ProSoft web-enabled NetSPEX software to provide Division offices and consultants with access to the most current version of the ALDOT database of standards-complaint drawing components and date resources. Efforts have also 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 have been maintained 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. Completed Part II of MS4 Permits on all of the above municipalities has been submitted to ADEM. A five-year Storm Water Management Program (SWMP) has been 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 which include 55 small municipalities. This Section has submitted year three permits for NPDES MS4 Phase II for these 16 counties. This Section is now reviewing for impact upon ALDOT, ADEM draft permit for including TMDL water quality testing.

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 Support Subsection added one Hydraulic Specialist this year and currently has two Hydraulic Specialists who do limited roadway drainage design and review. Hydraulic calculations and advice are provided on a requested basis on projects under construction or proposed. Questions about drainage procedures, programs, or manuals are answered or referred to for Central Office and Division personnel, consultants, or other State Departments of Transportation.

The section participated directly in the drainage design of three roadway projects, and conducted on-the-job drainage design training of Design personnel. Two one-day topographic map reading classes were conducted. Hydraulic design instruction materials for roadway designers were prepared. Field drainage investigations were conducted. Assistance was provided for a project under construction for headwater and outlet velocity control.

The Design Bureau, Division, county personnel and consultants were assisted with design procedures and hydraulic computer programs. Eleven copies of the ALDOT Hydraulic Manual were distributed to ALDOT, county and consultant personnel. Plans of special inlets were distributed to state personnel and consultants as requested for use on government projects. Responses to requests for assistance from adjacent state DOTs were made.

This Section made evaluations of vendor's trench drains. Spreadsheets were developed for ditch flow computation and to assist dissipater design. Preliminary evaluations of vendor's hydraulic computer programs were made. Contribution was made to an FHWA dissipater survey.

The Hydro hydrological program was updated by the Bridge Bureau with assistance from the Hydraulics Section.

### Roadway Design Projects

#### Fiscal Year 2005

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

Project Description	Number of Projects	Miles
Additional Lanes	1	3.90
Additional Lanes & Bridges	1	4.42
Base and Pave	3	15.23
Bridges and Approaches	9	2.47
Grade and Drain	1	7.67
Grade, Drain, and Bridge	5	22.68
Grade, Drain, Base, Pave, and Bridge	2	5.30
Grade, Drain, Base, and Pave	1	1.63
I-65 Median Guardrail	1	12.07
Pavement Rehab. & Additional Lanes	2	7.42
<b>TOTAL</b>	<b>26</b>	<b>82.79</b>

#### Utility Section

The Utility Section is responsible for the development of program standards and policies used in the preparation and negotiation of utility relocation agreements and the accommodation of utility facilities on highway rights-of-way by way of permits. This Section is also responsible for the review of all requests for payment of invoices submitted by utility companies and municipalities. These invoices for reimbursable utility relocations are reviewed for completeness, accuracy, and conformance with established standards and policies.

During this fiscal year, the Utility Section reviewed and recommended approval of the following:

<u>Utility Agreement Type</u>	<u>Number</u>	<u>Amount</u>
Reimbursable (low bid, company forces, etc.)	64	\$19,883,264
Reimbursable (part of roadway contract)	28	\$ 5,786,363
Non-Reimbursable	101	-
<b>TOTALS</b>	<b>193</b>	<b>\$25,669,627</b>

In addition, there were 23 permits for the accommodation of utilities on active highway construction projects that were reviewed and approved.

This Section reviewed, processed, and submitted 264 invoices in the amount of \$12,883,231 for payment to the Bureau of Accounts and Finance for the relocation of utility facilities that conflicted with highway construction. In addition, there were 32 permits for the accommodation of utilities on active highway construction projects and 95 nonreimbursable agreements and relocation plans processed.

## **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 of, 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 \$6,268,369.59 from disposal sales in FY '05. This total greatly exceeds the average annual returns under the old system of one million dollars.

During fiscal year 2004-2005 the Procurement Bureau received and processed 16,727 requisitions for materials, supplies, equipment and services for the operation of the Department. Of these, 13,161 were Departmental EP-10 requisitions. The remaining 3,566 were SNAP requisitions, resulting in the issuance of 4,193 purchase orders by Department of Finance, Division of Purchasing. Combined awards by all purchase order types exceeded \$131 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. Appropriate open-ended purchase orders have helped us keep the total numbers of EP-10 and SNAP requisitions to a manageable level, while improving the efficiency of materials and services acquisition.

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 the number of new employees, and employees newly assigned responsibilities involving the procurement process, additional training sessions have been held to address their training needs. During fiscal year 2006, important changes in procedures will dictate additional training emphasis. Also, 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 FY05. 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 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 the purpose of 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 \$613,202,683 was collected from the Federal government during the 2004-2005 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 \$61 million as well as Surplus Military Field Fund investments of approximately \$8.5 million. These combined investments earned \$2,198,518 in Fiscal Year 2005.

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 343 audits and reviews were performed. These are categorized as follows: Utility – 26 in-office, 14 on-site; Railroad – 6 in-office, 2 on-site; Consultant – 102 in-office, 39 on-site; Airport – 46 in-office, 23 on-site; University – 21 in-office, 3 on-site. A total of 18 State, Industrial Access, and miscellaneous reviews and audits were performed. Additionally, 25 Single Audit reviews were performed and 18 Personal Net Worth statements for DBE certification were reviewed.

The total costs recovered or saved during the year for all types of audits was \$1,493,908.43.

The preceding audit work was accomplished under the single audit concept with the External Audit Section assuming audit responsibility in all areas of concern. 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 is in compliance 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 polices 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 polices 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 request, the Internal Audit Section performed reviews in the areas of Right of Way and Construction Administration in fiscal year 2005. A total of 53 projects in seven Divisions were reviewed with total obligations of over 497 million dollars.

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, more detailed reports concerning their 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 better serve the management of the Transportation Department in the financial management area.

## **BUREAU OF HUMAN RESOURCES**

The Bureau of Human Resources operates under the direction of the Transportation Director's office. Said office, under the direction of the Chief of Human Resources, is responsible for maintaining the administration of a continuous EEO/Affirmative Action Program for the Alabama Department of Transportation (ALDOT). This program is designed to implement federal and state laws as well as regulations issued by federal agencies regarding EEO requirements.

The Bureau of Human Resources is organized into major areas of responsibility covering Title VI and VII of the 1964 Civil Rights Act, Contract Compliance, and the Disadvantaged Business Enterprise Program, Consent Decree and OJT/Supportive Services.

In accordance with the 1964 Civil Rights Act, the Title VII program ensures departmental compliance with discrimination complaint and procedures. The Title VII program investigates employee complaints, including those alleging discrimination, by following established procedures, which include: conducting interviews, reviewing documentation, researching applicable state/federal laws and Departmental policies/protocol to determine recommendations for resolutions complaints. Also, maintains records of complaints and investigations.

The Title VI program is in accordance with the 1964 Civil Rights as amended, the nondiscrimination provisions apply to all programs and activities of federal aid recipients, sub-recipients, and contractors, regardless of tier. The obligation to not discriminate is based on the objective of Congress to not have funds, which were collected in a non-discriminatory manner used in ways which subsidize, promote, or perpetuate discrimination based on race, color, national origin.

ALDOT established the Consent Decree Unit (CDU) to collect, analyze, and disseminate reports, data, documents and exhibits associated with the compliance of the federal imposed court order related to the Reynolds vs. ALDOT litigation. Additionally, the CDU serves as a liaison with departmental divisions, internal/external legal counsel, and the Alabama Department of Personnel regarding matters associated with the consent decree.

The Alabama Department of Transportation, a recipient of Federal highway Administration (FHWA) federal funds for the construction of highways and bridges, is required to assure Equal Employment Opportunity (EEO) on all federal-aid highway construction contracts provisions.

The focus of contract compliance reviews are: EEO, Disadvantaged Business Enterprises (DBE) and On-The-Job-Training (OJT). Concurrently, the Office of Federal Contract Compliance Programs (OFCCP) has a superseding interest and responsibility to ensure EEO on federal-aid contracts.

During the period of 01/01/05 through 12/31/05 OFCCP evaluated thirty (30) prime contractors awarded federal-aid highway construction contracts by ALDOT for EEO compliance.

Hugely important in 2005 for ALDOT, is FHWA newly issued Contract Compliance Manual and accompanying work shop conducted May 2005, for Division and Central Office personnel with responsibilities for contract compliance and contract administration enforcement.

The work shop provided the Division contract compliance personnel the additional and critical assistance necessary to increase agency performance and meet FHWA program delivery expectations; implementation of the newly issued guidelines will be during 2006 ALDOT's construction season.

Contract Compliance Program, a matter related to the administration of federal-aid highway construction contracts as well as a major EEO program developed and implemented as required by the Federal Highway Administration, to ensure equal employment opportunity and equal opportunity in training and subcontracting by contractors awarded federal aid projects by the Alabama Department of Transportation.

The nine Division Contract Compliance Program staff conducted an estimate of eighty-one (81) EEO Contract Compliance reviews of forty-nine (49) contracts, including subcontractors on seventy (76) federal-aid project.

The ALDOT Human Resources Bureau OJT/Supportive Service Program has a requirement, as specified by the Code of Federal Regulation (CFR) 23 to ensure that individuals designated as under represented have access to training and employment opportunities on federally assisted highway construction projects. These monthly reports are compiled into an annual report for the Federal Highway Administration (FHWA), which lists by classification, race and gender the training accomplishments of contractors. ALDOT has received through the efforts of division personnel an approval by FHWA of the OJT program for calendar year 2005.

The Disadvantaged Business Enterprise Program (DBE) was successful again in exceeding our DBE goals of 9 percent for FY 2004-2005, by achieving an actual participation of 9.0 percent after adjustments.

For FY 2004-2005, a total of 246 businesses are certified as Disadvantaged Business Enterprise firms. This is an increase of 36 firms from the totals reported for FY 2004-2005.

The Bureau of Human Resources office received 108 new certification requests. A total of 36 firms were certified; 13 firms were denied certification; 3 firms were decertified.

The Bureau of Human Resources is confident it will again reach the established goal of 9.54 percent in DBE participation (5.34 percent race conscience and 4.20 percent race neutral) in federal aid construction contracts in FY 2005-2006. The Bureau believes it can reach the established goal of 9.54 percent based on the responses prime contractors stated they are receiving from certified DBE's and the increase in the number of inquires from new businesses requesting information on certification of those forms.

## 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 2004-2005 (October 1, 2004 – September 30, 2005)

Board of Adjustment Claims Filed	360
Total Amount of Claims Paid	\$1,100,000
State Property Damage Claims Filed	358
Amount Collected for Damaged State Property	\$459,068.60
Requests for Production of Documents Reviewed	247
Contracts, Leases, and Deeds Reviewed	1,888
Total Active Lawsuits (est.)	53

## BUREAU OF MAINTENANCE

The Maintenance Bureau is responsible for the maintenance of 11,182 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 668 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 \$177,494 per mile.

The Permit and Operations Section reviewed 1,513 utility permits, 473 entrance permits to provide access to State highways, and issued 198 other miscellaneous permits for doing work on highway rights-of-way. There were 255 outdoor advertising sign permits issued.

The oversize and overweight vehicle permit office regulated the movement of vehicles and loads which size or weight exceeded the maximum specified by law. There were 87,354 single-trip permits, 5,787

annual permits, and 5,907 routing authorizations issued. Revenue from the sale of these permits totaled \$2,961,330. The Adopt-A-Mile Program has approximately 1,925 participating groups adopting over 2,590 miles of highway as a part of the Department of Transportation's 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. Also, they installed 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 one million commercial vehicles and ticketed over 12,698 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 \$9,991,670.

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 operates the 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, 2004, to September 30, 2005, budget allotments for routine maintenance operations Statewide totaled \$89,999,862. 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 operates the Department of Transportation'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 to comply 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, have 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 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; provides guidance and assistance for the development and implementation of traffic operation improvement plans and maintenance programs for traffic control devices; and is responsible for the management and operation of the State Sign Shop and the State Signal Shop.

The Traffic Engineering Section prepares and/or coordinates all Department of Transportation Policy and Procedure regarding traffic control and traffic control devices; coordinates all activities regarding the implementation of the Manual on Uniform Traffic Control Devices (MUTCD) including associated Supplements and Handbooks as necessary; official rulings; interpretations and/or changes; establishes, reviews, and/or approves all Standard and Special Drawings for traffic control devices; develops, reviews, and/or 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/or State Force construction projects; maintains line 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/or others for signal installations on the State highway systems; 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; coordinates, reviews, and approves all Maintenance Agreements for traffic signal installations; 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 39,000 signs were produced this year by this facility at a total cost of \$1.6 million. Assistance is provided Statewide, as needed, for the installation, repair, inspection, and removal of roadway signs on the State highway system. A sign inventory pilot project was begun this year for the purpose of evaluating a Statewide sign inventory and asset management program.

The Traffic Engineering Section in cooperation with each Division manages the Specific Motorist Information (LOGO) Program. This Section maintains inventories and tracks income and expenses throughout the year. Logo signs, installed on interstate and other selected highways, advise motorists of fuel, food, lodging, and camping 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." Revenues were approximately \$896,471 for renewal fees, \$67,232 for new participants, and \$17,250 for replacement logo signs. Thus, total revenues are \$980,953.

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. Weigh-in-motion facilities, which are also used in the enforcement of State truck weight limit laws, are maintained by the State Signal Shop. 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 effectively maintain the 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. Work began this year to provide a system of standard warning lights and devices for all Department vehicles and equipment in cooperation with industry and the Equipment Bureau.

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/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 the Departments Vegetation Management Program, and also to add color and interest to the State's road system.

At the end of the 2004-2005 planting season, a total of approximately 10,000 acres have been established in either color annual plantings or permanent native areas. Special emphasis has been placed upon rest areas, welcome centers, State park entrances, interstates, and primary four-lane entrances into the State. Colorful annual plantings of corn poppies and yellow cosmos have increased interest in this program. Seeds are ordered through the Maintenance Bureau and made available for distribution among the nine Divisions. All of the nine Divisions possess wildflower drill seeders and are responsible for the development of their wildflower areas after receiving seed allocations from the Maintenance Bureau. The Roadway Section continues to assist the Divisions in the planning and development of their wildflower areas, as well as other landscape enhancement projects throughout the State. We had three landscape enhancement projects in FY 2004-2005 for approximately \$668,000.

The Vegetation Management Program encompasses approximately 150,000 acres of manageable roadside along 10,991 centerline road miles. In the fiscal year 2004-2005, the total cost spent on mowing was approximately \$8,994,627, 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 9,527 bridges (State = 2,983, County = 5,956, Municipal = 572, Other = 16) this year through the combined efforts of the State, county, and city inspectors. Data from these inspections was submitted to the Federal Highway Administration in Washington, D.C. in April of 2005 as requested. Independent of owner, there are a total of 15,775 on and offsystem bridges in Alabama (State= 5,665, County = 8,756, Municipal = 1,289, Other = 55). A total of 4,128 bridges were classified as being either structurally deficient or functionally obsolete. Of that total, 2,071 bridges were functionally obsolete (State = 978, County = 847, Municipal = 237, Other= 9) and 2,057 were structurally deficient (State = 246, County = 1,576, Municipal = 206, Other = 29). Presently, 2,676 are load posted, (State = 31, County = 2,491, Municipal = 147, Other = 7), 168 are closed, (State = 0, County = 144, Municipal = 16, Other = 8) and 159 have been strengthened or have temporary structures in place to prevent them from being posted or closed (State = 113, County = 41, Municipal = 3, Other = 2).

The Bridge Scour Section is responsible for the evaluation and assessment of all bridges over waterways within the State of Alabama for scour susceptibility as mandated by the Federal Highway Administration's Technical Advisory T-5140.23. 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. In addition to scour evaluation and assessment, this Section also designs countermeasures to mitigate existing problems.

After reviewing the database of evaluated structures, emphasis continues to be focused on completing the assessment of State-owned structures that have not been evaluated. Many of these structures have scour calculations completed, but they need a structural analysis to determine their stability for these conditions. Auburn University has recently completed a research project to help the Scour Section to determine the stability of these structures. Through the use of this research project as well as consultant contracts, significant progress can be expected over the next years.

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 Scour Section has expanded our hydrographic survey capabilities by using Hypack software to assist in the collection and analysis of this data.

The Scour Section continues in the evaluation and assessment of county bridges and various State bridges in the coding of Item 113. Progress on scour evaluations is detailed in the table below.

**BRIDGE SCOUR EVALUATIONS**  
**NUMBER OF BRIDGES**

REPORTING CATEGORIES	NBI-ITEM CODE	FEDERAL-AID				TOTAL	
		113	SYSTEM	OFF-SYSTEM			
<b>1. Over Waterways</b>	—	State	4,209	State	98	State	4,307
		County	2,304	County	6,327	County	8,631
		City	356	City	827	City	1,183
		Total	6,869	Total	7,252	Total	14,121
<b>2. Evaluation Total</b>	—	State	3,866	State	75	State	3,941
		County	1,460	County	2,701	County	4,161
		City	212	City	408	City	620
		Total	5,538	Total	3,184	Total	8,722
<b>A. Low Risk Total</b>	4-9	State	3,718	State	74	State	3,792
		County	1,436	County	2,642	County	4,078
		City	211	City	406	City	617
		Total	5,365	Total	3,122	Total	8,487
<b>B. Scour Susceptible</b>	6	State	112	State	0	State	112
		County	362	County	1,003	County	1,365
		City	64	City	208	City	272
		Total	538	Total	1,211	Total	1,749
<b>C. Unknown Foundations</b>	6	State	230	State	23	State	253
		County	482	County	2,623	County	3,105
		City	80	City	211	City	291
		Total	792	Total	2,857	Total	3,649
<b>D. Scour Critical</b>	0-3	State	148	State	1	State	149
		County	24	County	59	County	83
		City	1	City	2	City	3
		Total	173	Total	62	Total	235
<b>3. Analyzed for Scour</b>	—	State	4,097	State	98	State	4,195
		County	1,942	County	5,324	County	7,266
		City	292	City	619	City	911
		Total	6,331	Total	6,041	Total	12,372
<b>4. Countermeasures Installed</b>	7	State	165	State	2	State	167
		County	38	County	53	County	91
		City	2	City	4	City	6
		Total	205	Total	59	Total	264
<b>5. Monitoring Planned</b>	—	State	4,097	State	98	State	4,195
		County	1,942	County	5,324	County	7,266
		City	292	City	619	City	911
		Total	6,331	Total	6,041	Total	12,372

The Bridge Rating and Load Testing Section has continued its efforts to analyze and load test bridges so that the traveling public can safely cross the bridges in Alabama and so that industry can use Alabama's bridges without incurring extra costs due to load restricted bridges.

There are two main functions within this office – Bridge Rating and Bridge Load Testing. Each function complements the other and both are used as appropriate to effectively determine the safe load capacities of the State's bridges. In fact, bridge load testing can be thought of as another tool for bridge rating. In addition, this office serves to help counties and municipalities with their bridge replacements, bridge strengthening, and their bridge repairs along with designing small repairs and retrofits for State-owned structures. Also, this office helps with permitting overweight vehicles.

Bridge Rating is responsible for rating the State-, county-, and municipal-owned bridge structures for their safe load capacity in accordance with AASHTO, NBI, and FHWA standards. Approximately 61 percent of all bridges currently in service and on inventory, regardless of owner, have been rated. Currently, the State's bridge rating effort has produced the following results:

Bridge Rating Status (Bridges only, does not include Culverts)			
Owner	Total	Rated	% Rated
State	3,574	2,113	59.1%
County	5,591	3,718	66.5%
Municipal	693	184	26.6%
Other	60	40	66.7%
Total	9,918	6,055	61.1%

In addition, this office began efforts in rating bridge culverts. This past year has produced the following results to date:

Bridge Culvert Status (Culverts only, does not include Bridges)			
Owner	Total	Rated	% Rated
State	2,082	73	3.5%
County	3,125	29	0.9%
Municipal	588	6	1.0%
Other	6	0	0.0%
Total	5,801	108	1.9%

The Bridge Rating and Load Testing office continues to refine both the gathering of information and the processing of that data. This office determines when the actual conditions and dimensions differ from those in engineering documents and uses this information to perform more exact analyses. An example of this is using actual concrete strengths from test cores as opposed to design values in the bridge analysis to increase or remove postings. Similarly, several bridges have had posting removed after reanalysis by more sophisticated finite element analysis methods. These procedures, along with load testing of currently posted bridges and replacing structurally deficient bridges have reduced the number of posted state-owned bridges from 29 last year to 27 now.

The Bridge Load Testing Section continued its efforts to load test currently posted bridges in order to open them for full legal loads. This office tested BIN 006360 (SR79 over Gurley Creek in Jefferson County) and BIN 003042 (SR14 over Beaver Creek in Autauga County), BIN 003041 (SR14 over Ivy Creek in Autauga County) and BIN 003202 (US84 over a CSX Rail Road in Repton in Conecuh County) during the past year.

The Department of Transportation Dive Unit is responsible for the Federally mandated underwater inspection of all State-owned bridges and related marine structures. Underwater inspections are essential to determine the structural integrity of the submerged elements of a bridge such as footings and piling, and to detect scour problems that could adversely affect the bridge foundation. The Dive Unit is responsible for the annual routine underwater inspection of more than 300 structures. In-house commercial divers, trained and certified to national bridge inspection standards, perform these inspections in all nine Divisions of the State.

Along with their duties of routine inspections on existing bridges, the Department's Dive Unit is also utilized by the other Bureaus as needed. The Construction Bureau calls on this unit to perform detailed quality control inspections during the construction and demolition phases of underwater portions of structures. These inspections are essential not only to determine the condition of the new bridge elements but also to assure that the waterway is safe for vessel navigation after the demolition of an old structure.

Employees in this unit work closely with Federal, State and county agencies throughout the State as time permits. This assistance is primarily in the form of underwater inspections. Underwater maintenance and special projects are also performed on structures owned by ALDOT and other public agencies. Along with these projects the Dive Unit was called upon to assist in the inspection and reconstruction efforts after Hurricane Dennis and Katrina.

Due to a personnel shortage, the Dive Unit is utilizing contract divers to assist them with their underwater maintenance duties. With the assistance of Commercial Diving Services, Inc. of Mobile, Alabama, the Dive Unit was able to inspect over 350 bridges during this fiscal year.

The Statewide Bridge Maintenance Section repairs and maintains bridges throughout the State as required to facilitate traffic on Federal and State highway systems. Two separate bridge crews are prepared to mobilize at a moments notice to perform and structural repair anywhere in the state. In the past year, bridge crews have repaired or reconstructed several substructures and superstructures to prevent closure or posting of high traffic volume routes. This Maintenance Bureau asset allows decisions to be made that best benefit the people of Alabama with a minimum of response time.

Below is a partial listing of projects performed by statewide bridge maintenance crews in this past fiscal year:

- 1) Rebuilt and extended culvert on AL-95 in Henry County.
- 2) Drove steep pilings for new bents on US 29 in Crenshaw County.
- 3) Raised bridge over I-10 in Mobile County 24 inches.
- 4) Reinforced bridge bents failing due to land slide at the Tallapoosa River on US 229 in Macon County.
- 5) US-80 in Sumter County. Replaced a section of concrete girder to repair collision damage to bridge carrying US-80 over AL-17.
- 6) Replaced failed timber piles by driving new steel piles in bridge carrying AL-173 in Henry County.
- 7) Drove additional piles in settling bents in bridge carrying AL-247 in Franklin County.
- 8) Rebuilt various bridge joints in various locations statewide.
- 9) Rebuilt various concrete girder ends in various locations Statewide.
- 10) Removed drift at various locations statewide to prevent scour.
- 11) Sealed bridge joints at various locations Statewide.
- 12) Provided support to bridge load testing in various locations Statewide.
- 13) Provided support to statewide drill crew.
- 14) Spot painted various bridges statewide to stop localized corrosion section loss.
- 15) Sealed various bridge decks statewide.
- 16) Repaired or replaced collision damaged bridge rail at various locations Statewide.
- 17) Assisted in the clean up of Hurricane damage in the 9<sup>th</sup> division.

## **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 Gage 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 2004-2005, the Pavement Design Section reviewed and approved 200 pavement structural designs on State and County projects.

During the fiscal year 2004-2005, the Certification Section conducted the Independent Assurance Sampling and Testing Program on 600 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 113 concrete structures, 13 signalization projects, 6 guardrail projects, 4 highway lighting projects, 8 safety improvement projects, 1 landscaping project, and 1 structure removal project.

During the fiscal year 2004-2005, the Nuclear Gage Laboratory repaired 40 nuclear gages owned by the Alabama Department of Transportation. Fifty gages owned by the Department were recalibrated. In addition, 378 Department-owned nuclear gages 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 Bituminous Engineer in the Hot Mix Asphalt Laboratory.

### **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 reaccredited 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 2004-2005, the Geotechnical Design Section prepared 20 bridge reports with recommendations to the Bridge Engineer. Also, the Design Section generated 16 slide correction; lime sink investigation, and back slope recommendation reports; 13 sign, signal pole, and high-mast light foundation reports, and 3 retaining wall reports. Twenty-eight site specific geo-hydrological reports were prepared for future construction sites. Forty-five Wave Equation Analyses, and 23 dynamic tests and 23 +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 28 projects, which included 8 bridges, 10 soil surveys, 3 retaining wall projects, 5 special projects.

The Foundation Investigation Section conducted subsurface foundation investigations for 21 bridge projects, 19 soil surveys, 12 slope studies, 7 culverts, 15 sign/lighting projects, 2 earth slide studies, 2 sinkhole studies, 4 retaining wall projects, 1 well installation for groundwater, and assisted with sampling at 1 hazardous materials site. The total footage drilled for these projects was 33,599 feet.

The Hazardous Materials Section provided hazardous materials clearance for 53 projects; generated 34 reports of intrusive investigations at underground storage tank or hazardous materials sites; managed 21 corrective action sites, of which 5 were closed out during 2005; and performed 109 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's reporting activities.

The Pavement Management Section has partnered with the Manufacturing Information Technology Center at the University of Alabama to develop HYDRA, the Department's next generation pavement management system. The new system will allow greater access to pavement performance data for research and enhanced reporting, including integration with the Department's geographical information system.

The Pavement Parameters group in the Pavement Management Section made friction resistance measurements on the Interstate routes in the State, on all State routes in five Divisions as well as monthly measurements at the NCAT Test Track. The Department's two pavement friction testers were calibrated at the Texas Transportation Institute. International Roughness Index data was collected on all State routes in four Divisions and on non-state route HPMS sample sections in four Divisions.

Structural capacity testing of pavement layers using a Falling Weight Deflectometer (FWD) was completed on proposed Interstate maintenance projects and on maintenance resurfacing projects in each Division. Monthly FWD testing was also performed at the NCAT Test Track. The Departments 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 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 five primary sections: Engineering, Plans & Proposals (including Prequalification), Contract Preparation & Review, Subletting and Labor Compliance, and Authorizations/Agreements, and 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), was implemented in November 2001 and provides the Bureau the ability to do market-share analysis, collusion detection, bid review, and historical price calculations for estimating purposes. The Bureau is currently implementing Internet bidding.

### **Engineering Section**

The Engineering Section is charged with developing and maintaining special knowledge and technical capability in the field of project-cost estimating, specifically, to provide detailed statistical information and advice to other bureaus and divisions within ALDOT, and to develop accurate unit prices for contract items as benchmarks in evaluating the fairness and acceptability of contractor bid prices.

This Section consists of two subsections, one that is chiefly involved in developing the final preliminary estimates and PS&E assemblies for authorization, and the other that is involved in bid review analysis and competitive market investigations.

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 Engineering Subsection performs the routine work of initiating final plan reviews and coordinating the proper resolution of all resulting comments and suggestions prior to the development of the final preliminary estimates, which are in turn submitted to the 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, right-of-way and utility certificates to ensure that all applicable legal clearances are obtained for each project prior to advertising for bids.

### **Plans and Proposals Section**

One of the primary functions of the Bureau of Office Engineer is conducting transportation lettings. This function is performed by the Plans and Proposals Section, typically on a monthly basis. Plans and proposals 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 307 projects with 895 responsive bids received. A total of 295 projects were awarded in the total amount of \$630,852,178.72. The 15 lettings may be summarized as to total content as follows:

#### FISCAL YEAR 2004-2005

##### INTERSTATE/NATIONAL HIGHWAY SYSTEM PROJECTS

40 Awarded Totaling .....	\$ 284,991,666.76
2 Rejected Totaling .....	11,975,497.47

##### APPALACHIAN DEVELOPMENT PROJECTS

6 Awarded Totaling .....	116,231,111.92
1 Rejected Totaling .....	29,798,429.36

##### SPECIAL PROJECTS/FOREST HIGHWAYS/PUBLIC LANDS

5 Awarded Totaling .....	10,248,055.07
0 Rejected Totaling .....	0.00

<b>OTHER FEDERAL AID PROJECTS</b>	
167 Awarded Totaling .....	161,208,814.17
6 Rejected Totaling .....	3,947,442.50
<b>STATE FUNDED PROJECTS</b>	
32 Awarded Totaling .....	27,573,926.27
1 Rejected Totaling .....	6,687,048.14
<b>STATE MAINTENANCE PROJECTS</b>	
45 Awarded Totaling .....	30,598,604.53
2 Rejected Totaling .....	563,030.49
TOTAL AWARDED: 295 .....	\$ 630,852,178.72
TOTAL REJECTED/FORFEITED: 12 .....	\$ 52,971,447.96
TOTAL NON-RESPONSIVE: n/a	

Because of the necessity for the production of large quantities of plans for all phases of transportation work, the Bureau maintains in this Section the necessary personnel and equipment to reproduce large quantities of engineering drawings.

#### **Prequalification Section**

The Prequalification Section is responsible for qualifying contractors in order that they may bid on work let by ALDOT. There are currently 384 contractors prequalified to bid.

#### **Contract Preparation & Review Section**

The Contract Preparation & 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. The Section also maintains a file of insurance certificates for prequalified contractors.

#### **Authorization/Agreement Section**

The Authorization/Agreement Section 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 sub allocated to each of the sixty-seven counties are maintained in the Section.

The Section has extensive responsibility for administration of projects for which state officials act in place of federal officials to issue certain approvals and authorizations.

Requests for FHWA authorization and funding for all preliminary engineering, right-of-way, utility relocation, and various construction projects are prepared in the Section. Project authorization and budget requests are processed through the CPMS system, and the appropriate divisions and bureaus are notified via e-mail.

The Section exercises management control to see that project agreement estimates are prepared with all non-contract items properly shown, and to insure that proper federal funding is requested.

#### **Subletting & Labor Compliance Section**

This fiscal year 2,174 subcontracts totaling \$248,464,539 were approved by this Section. Approval processes involve checking for applicable insurance certificates, checking subcontracts for pertinent information that is required by federal and/or state regulations, and direct communication between prime contractors, subcontractors, and insurance representatives. Individual project decisions involving compliance or noncompliance of federal regulations or how to classify certain types of activities are made by this Section.

The Bureau of Office Engineer is responsible for reviewing contractors' labor payroll reports to ensure compliance with state and federal regulations regarding payment of minimum wage rates on all

federal-aid highway construction contracts. A survey of wage rates paid by contractors performing work within Alabama is made not less than annually and more often if required. Recommendations for new wage rates are submitted 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 same.

All contract supplemental agreements, change requests, and time extension requests are processed through this Section.

## **THE BUREAU OF PERSONNEL**

The Personnel 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 Bureau maintains records and handles personnel action procedures for approximately 4528 employees in 100 different job classifications during the past year. During this fiscal year, the average bi-weekly payroll was \$5,401,430. The Bureau is organized into the following Sections with the responsibility of providing complete personnel services to the Department: Administrative, Personnel Actions/Certifications, Recruiting, Risk Management, and Employee Assistance Program.

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 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. Recruiters work on special projects, as well as speak at college/university career-related events. As well, the Recruiting Section manages the Student Aide and Office Occupational Student Trainee initiatives.

The bottom line to our success is our employees. Consequently, the Recruiting Section maintains communication with approximately 4,500 employees to inform each of transfer opportunities, promotional opportunities, and other new job-related opportunities that will allow each employee personal/career growth.

### **Risk Management**

The Personnel Bureau authorizes an Assistant Bureau Chief to administer the Alabama Department of Transportations 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 2004-2005, total claims reported were 409 with one (1) fatality. The total of payment for benefits paid was \$593,179.94. The total Reserves for the above claims are approximately \$868,678.

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 the Department's numerous Sections usage and maintaining the Safety Personal Equipment Contract for the varied Sections to purchase needed safety items for their employees as required. In addition, the Section directs the federally mandated CDL Drug and Alcohol Testing Program for over 925 CDL drivers in the Department. The program is successful with less than one percent of all tested participants having positive test results.

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 for the Central Office Complex bi-annual 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.

## **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 temporary 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 2004-2005 fiscal year, 32 continuing research projects were active including 4 National Transportation Pooled Fund Projects. Forty-two research projects were closed. Researchers at state universities conducted the research under the direction of the Research Advisory Committee.

Three special research centers established by the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) continued to operate during 2004-2005. All of these centers are monitored through the Department's Research Advisory Committee.

The Pavement Test Facility at Auburn University is fully operational. 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. One hundred and fourteen new products were formally submitted to the Board during this fiscal year. Of the 136 products submitted, 63 were approved, 19 were disapproved, and 45 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, and truncated domes 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. One project was installed this year. Inspections are made periodically throughout the year on each of these projects.

## **BUREAU OF RIGHT OFWAY**

### **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 2004-2005, expenditures for the Right of Way Bureau amounted to \$39,012,480, which include attorney fees, appraiser fees, staff appraiser costs, court costs, right-of-way purchases, Probate Court awards, Circuit Court awards, relocation costs, and miscellaneous costs. The Bureau acquired 544 parcels of land during this period on all State road systems. Of this number, 73 percent was obtained through negotiations with the property owners and 27 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 \$2,301,359.

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, and recording oil and gas leases. 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 \$140,555, and oil and gas leases (8) generated \$393,774 in revenue for fiscal year 2004-2005. Rental receipts from acquired properties totaled \$61,945. Income derived from the sale of uneconomic remnants, right-of-way and access rights were in the amount of \$790,186. The State received \$17,192 from the sale of structures.

The new Right-of-Way module for the Comprehensive Project Management System (CPMS) was implemented in July. The system is designed to handle large volumes of data and allow for easy access to information about right-of-way projects.

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646) was updated in this fiscal year with the Final Rule being published on January 4, 2005 (Effective February 3, 2005). Accordingly, State laws, regulations, and guidance had to be updated. Because of a significant number of changes impacting the acquisition of rights of way, the Administrative, Appraisal, Negotiation and Relocation Assistance manuals along with all of the forms utilized by the Right of Way Bureau and Division Right of Way Offices were updated during this fiscal year in order to be in compliance.

In fiscal year 2005, the Appraisal Review Section of the Right of Way Bureau was involved in the contracting, assignment, appraisal review, and offer approvals for 477 tracts of rights of way throughout the State. Prior implementation of time and cost saving measures made it possible for 282 tracts (59.1%) to be reviewed and approved at the Division level which resulted in significant savings of both time and money. Much appraisal review duplication was eliminated, resulting in a significant number of approved offers being made in less time. Additionally, the Central Office Appraisal Review Staff was afforded more time to concentrate on the more complicated high dollar tracts.

The primary cost saving measures referred to above involved the allocation of review and approval authority to the Divisions for those tracts where the just compensation offer fell below a standard low value threshold amount (\$20,001.00) for the part acquired plus damages and the use of FHWA permitted and encouraged minimum standards appraisal formats where the valuation problem was uncomplicated and the anticipated value of the proposed acquisition was less than the aforementioned threshold value. The use of minimum standards appraisal formats and appraisal waivers (no appraisal required) has resulted in significant savings in appraisal fees and increased the cost effectiveness of staff appraiser utilization throughout 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 section also oversees the production of maps generated by Divisions and consulting firms and reviews their work for accuracy and consistency. In an effort to provide guidance to these people, the section is working to develop new guidelines and procedures to assist the mappers in using the latest technology and software to produce a consistent work product.

In the last year, the CADD software used to produce these maps and sketches has been upgraded to a newer version, providing enhancements to the existing production tools. Recently, another software package called NetSpex was added so that CADD operators could work on files stored in a central location through a web-based interface. This provided standard tools for all operators and reduced the likelihood of file duplication and erroneous data. This new workspace incorporated many of the settings and commands

previously found in the custom menus and streamlined the overall process. Right of Way engineering personnel throughout the state is currently being trained in the use of NetSpex.

This section has been actively involved in the Bureau's Document Management System (DMS) since it was first introduced several years ago. The system has been fully implemented and plans are being made for future enhancements. Currently, the future plans include creating a system to allow engineering personnel to modify the scanned archive maps to reflect the sales of excess property. A system of file "check-out and check-in", along with a way to track file versions is being examined and should be implemented soon.

This Section has been working closely with the developers and programmers of the CPMS system to incorporate a new module developed for right-of-way functions. Our input has assisted the developers in producing a series of user interfaces within the Right of Way module to specifically record and track mapping procedures. This will provide for the recording of property ownership information, required right of way and easement area calculations and other pertinent data early in the project and have it readily available to all Division and Central Office employees. The status of map, deed and property sketch production and subsequent revisions will be tracked, making it easier to monitor consultant progress and justify payments. The system is set up in such a way that also makes it easier for the average user to learn the standard workflow from map production through the property acquisition phases.

The Engineering Section is responsible for gathering any updated material for the Bureau's website, converting it to the proper format for publishing and furnishing the changes to the web group to be published. This year, the Administrative, Negotiations, Relocation Assistance and Appraisal manuals were all updated and converted to PDF format and published on the website. Due to the recent changes in mapping software, the revised Engineering and Mapping guidelines are still pending. However, the section continues to provide technical support and training to all division offices and consultants performing right-of-way work for the Department.

## **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 2004-2005, the reported training reflected 2185 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 – EA 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 2004 – 2005, 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 all FE/PE Participants for 2005				
PERIOD 1/05 – 12/05	Employees who participated in the FE/PE Study Review Course (Study Session) 2005		Employees who Independently Studied for the FE/PE Review Course (Study Session) 2005	
	FE	PE	FE	PE
<b>TOTALS</b>	<b>27</b>	<b>21</b>	<b>8</b>	<b>14</b>

### 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 all ETOP Participants for 2005		
Classification	Number of ETOP Participants	Completed Areas of Rotational Training
PCETs	43	16
CEGs	29	10
<b>TOTALS</b>	<b>72</b>	<b>26</b>

### 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 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 load meter (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 Strategic Highway Research Program (SHRP). 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 is also responsible for administering both rural and urban public transportation programs in addition to the elderly and persons with disabilities capital assistance program pursuant to Legislative Act 82-456.

Modal Programs is organized into seven Operating Units with each Unit addressing a separate functional area. The seven Operating Units are:

- Administration
- Special Programs
- Public Transportation
- Transit Special Projects
- Rail Programs
- Safety Programs
- Financial Management

The responsibilities and duties of each of these Operating Units are described as follows:

#### **Administration**

The Administration Unit is responsible for determining the direction of the programs assigned to the Section and for the daily operation of the Section. This Unit also ensures that the policies, procedures, and guidelines of the Department are being adhered to by the employees of Modal Programs.

#### **Special Programs**

The Special Programs Unit administers the following programs:

- Transportation Enhancement (TE) Program
- Bicycle and Pedestrian Program
- Transportation and Community and System Preservation (TCSP) Pilot Program and similar Demonstration Projects (DE)
- Scenic Byways

The Transportation Enhancement Program funds projects, such as historic restoration and preservation and 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 2005 there were 57 applications funded utilizing approximately \$15.2 million of Transportation Enhancement funds.

Federal legislation requires the development of a Bicycle and Pedestrian Plan as part of the overall transportation planning process. This Unit is responsible for the development and oversight of this Plan. A draft of this Plan was made available for public review and comment this year. The Plan will be completed and released for distribution early in 2006.

The Transportation and Community and System Preservation (TCSP) Program is an initiative that earmarks grants to States, Metropolitan Planning Organizations (MPOs), and local governments. These grants are provided to improve the efficiency of the transportation system, minimize transportation impacts to the community, and provide preservation of the transportation system. During FY 2005 there were six (6) projects processed with a cost estimate of \$3.45 million. These projects consisted of downtown revitalization, a river walk, sidewalks, and other pedestrian improvements. These projects are processed similar to the transportation enhancement projects.

There were seven (7) Demonstration Projects (DE) assigned to this Section for implementation. These are Congressional earmarks from the 2005 Appropriations Bill and consist of downtown revitalization, streetscape, sidewalks, and other pedestrian improvement projects. The estimated cost is \$4.125 million.

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. During FY 2005, several past projects were being implemented with an estimated cost of \$1.1 million. Two (2) new projects were started this FY at an estimated cost of \$695,455.

### **Public Transportation**

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 public transportation planning is administered directly through the Modal Programs Section. Urban transportation planning is administered through the MPOs. MPOs are composed of local officials from the urbanized areas of Anniston, Birmingham, Florence, Gadsden, Huntsville, Mobile, Montgomery, Phenix City, Tuscaloosa, Decatur, Dothan, and Auburn/Opelika. Local providers of public transportation are located in 50 counties within the State.

Public transportation-related tasks were continued and expanded. Ongoing funding by various Federal Transit Administration (FTA) programs permitted work in the areas of urban transit planning and rural public transportation planning. Administration of the State's rural and urban transportation programs, the elderly and disabled transportation program, and ridesharing programs also continued. Major activities included the management and administration of 27 ongoing rural transit projects, 100 plus projects providing specialized transportation for the elderly and persons with disabilities, and six small urban public transit projects.

The Public Transportation Unit's organizational structure encompasses two functional areas: Management and Program Development. The main objectives of this organizational structure are outlined as follows: (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 FTA in Atlanta, Georgia for 29 transit agencies and 12 MPOs within the State of Alabama.

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 via special congressional earmarks were either implemented or are currently scheduled for implementation. Several special studies or research projects have either been implemented or are currently underway involving Alabama institutions of higher education.

### **Transit Special Projects**

The Transit Special Projects Unit is responsible for Federal Transit Administration (FTA) 5309 Capital Investment Program funding oversight in the State of Alabama. These funds are congressional appropriations (discretionary funds) for transit vehicle purchases and transit facility construction. To date the State of Alabama have received almost \$200 million in congressional appropriations separate and apart from the normal formula transit grants for the State of Alabama.

The program goals can be broken down into two detailed activities: (1) To provide the administrative guidance to the grantee through the grant development process leading to obligation of congressional appropriated funds as quickly as possible and (2) To implement the approved grants in order to accomplish or achieve the intended funded activities by meeting project milestones so that the results or benefits can be realized and experienced.

The Transit Special Projects Unit was formed in partnership with the FTA Region 4 Office in Atlanta to provide technical assistance to the overall grant process, milestone completion and implementation of the earmark funding. This partnership is between the Modal Programs Section of ALDOT and the Federal Transit Administration – Atlanta. Through this partnership, we have developed a strategy and roadmap consisting of both regular meetings and training sessions for grantees during the coming months. During the past twelve months, we have individually met with various earmark recipients and assisted in the application

approval of seventeen (17) earmarks and the continued assistance of three (3) others projected for obligation in 2006. Additionally, we continued working with various in-state University Transit programs yielding positive results and stimulating excitement among grant recipients.

In 2006, various public and non-profit entities of the State of Alabama have received funding for seventeen (17) additional congressional appropriations totaling \$18 million. The Transit Special Projects Unit will focus on the continued support of the FTA Program Management process and the accomplishment of our program goals.

### **Rail Programs**

The Rail Programs Unit has six (6) areas of responsibility: (1) rail/highway safety, (2) construction and maintenance projects, (3) agreement preparation and processing, (4) grade crossing inventory, (5) coordination and planning for high speed rail corridors and (6) freight coordination and analysis.

The Rail/Highway Safety personnel are 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 2005, thirty-three (33) rail/highway safety projects were authorized for construction at an estimated cost of \$4.8 million. These projects consisted of the installation of signs, markings, legends, signals, bells, and gates. This Unit is involved in the selection process for locations to install a Stop Gate Barrier System. The State received an earmark of \$2 million in 2002 to study the effectiveness of the new system. Currently, sites in Jasper, Mobile and Troy are being evaluated. These personnel are responsible for implementing procedures outlined in the rail/highway closure law to identify candidate crossings for closure. There was one (1) closure in FY 2005 in Epes, Alabama. Personnel compile information and data annually for the rail/highway portion of the Highway Safety Improvement Program for submission to FHWA.

The Construction and Maintenance Project personnel are responsible for the review of plans for contract and maintenance projects that involve railroads. Personnel review plans and make recommendations and attend Plan-In-Hand and PS&E Inspections for the contract projects. These personnel also prepare and process agreements with the railroad for all construction 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 give progress reports to the Chief Engineer, Bureau Chiefs, and Division Engineers. Personnel provide railroad insurance liability data to the Office Engineer Bureau for railroad protective liability insurance compliance.

Personnel in the grade crossing inventory group are responsible for the update and maintenance of the DOT Railroad Highway Crossing Inventory. These personnel make field reviews and complete inventory forms for all rail/highway grade crossings. Approximately 98% of the field reviews for these crossings have been completed. The new Federal Railroad Administration (FRA) form includes 32 new data elements such as posted highway speed and school bus counts. Pictures are being taken of each rail/highway grade crossing in the State and hyperlinked with the new inventory form. Computer Services also developed an application which enables us to hyperlink the crossing number with the railroad grade crossing pictures. Average Daily Traffic (ADT) counts are acquired from the Transportation Planning Section. Inventory forms are forwarded to the railroads to obtain the required railroad data. Completed forms are sent to FRA in order to update the national file.

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 2005 Appropriations Bill for the elimination of a hazardous rail/highway crossing. The earmark was \$992,000 for developing plans and constructing a grade separation at the Hamilton Boulevard Crossing over the CSX rail line in Mobile.

### 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 has been to reach the performance goals established in the Interdepartmental Agreement dated September 21, 1999, between the Department of Public Safety (DPS), the Department of Economic and Community Affairs, and ALDOT for highway safety. This Agreement established a goal to reduce crashes and fatalities 20 percent over a ten-year period. Progress has been made in reducing the numbers of injuries and the fatalities remain about the same since the Agreement was implemented. There were 47,065 injuries and 1148 deaths in 1999. During 2004 there were 45,391 injuries and 1,154 deaths reported. Efforts continue to achieve further reductions.

This Unit has management and oversight responsibilities for the Section 152, Hazard Elimination (HES) and Optional Safety Programs; Section 163, BAC .08 Program; and the Section 157, Seatbelt Incentive Program. During FY 2005 approximately \$2.0 million of HES funds was obligated to implement a median barrier program on the Interstate System and approximately \$2.0 million was obligated to other HES safety improvement projects. There were four (4) projects authorized obligating \$1.7 million of Section 163 Funds. These funds were provided to the DPS for overtime enforcement projects on Interstate 20 from Birmingham to the Alabama-Georgia State line, US 72 from Rogersville to Athens, and Interstate 65 in Cullman County.

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 structure is built around the 4-E concept, namely the engineering, enforcement, education, and emergency response elements. The Community/Corridor Traffic Safety Program incorporates these four elements in a given geographical area or community along a given route to enhance the safety effort. Two projects are underway; the first in the Birmingham area along US 78 in Jefferson and Walker Counties is near completion. A second project along US 431 in Houston, Henry, and Barbour Counties has been established and is in its first year of implementation. These efforts include involving new and non-traditional agencies in transportation safety. Previous efforts 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 results has been the increased use of seat belts and child restraints by citizens of this State. Over the past three years the usage rate for seatbelts has increased from under 60 percent to over 80 percent. This has resulted in reduced injury severity and deaths.

ALDOT has a contract with the University Transportation Center for Alabama (UTCA) to develop and implement 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. The plan and study is completed and the implementation phase should begin in 2006.

This Unit 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 data to the various Bureaus, other agencies, and local governments is a function of this Unit. Crash report data is submitted to ALDOT via 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 2003 Crash Fact Booklet has been completed and copies are being distributed. This information is available on the Internet at <http://care.cs.ua.edu>. The development of the 2004 Crash Fact Booklet is underway. 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 concept, which gives the CARE users instant access to crash diagrams to define problems and develop countermeasures. Training is being provided to users to improve their skills for using the CARE Program.

Personnel from this Unit 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 2005 Unit personnel participated in Work Zone Safety Week, National Walk Our Children to School Day, Stop Red Light Running Week, Put the Brakes on Fatalities Day, Child Passenger Safety Week, Alabama Safe Kids Week, and other similar safety campaigns.

#### **Financial Management**

The Financial Management Unit is responsible for reviewing and auditing monthly invoices received from 29 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 for 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 by the Financial Management Unit. Unit personnel review the reports for accuracy, making any corrections or adjustments necessary, and submit the monthly billing to FTA.

The Financial Management Unit is responsible for ensuring that matching fund checks received from agencies are credited to the proper project number and delivered to the Finance Bureau for deposit. When vehicles are received, the Financial Management Unit 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.

The Financial Management Unit maintains a log of invoices received from railroad companies and forwards these to the appropriate Divisions for review and approval. When approval is received from the Division, personnel enter these records into the CPMS computer system and forward them to the External Audit Section for payment. The number of active railroad projects has kept the number of invoices and documents processed high during FY 2005.

Other duties involve accounting responsibilities pertaining to transportation enhancements, bicycle and pedestrian planning, rail/highway grade crossing invoices, records and invoices related to highway safety activities, and other administrative functions within Modal Programs.

# **STATISTICAL SECTION**



**OFFICE OF TRANSPORTATION DIRECTOR**  
**Transportation Director ..... Joe McInnes**

Assistant Transportation Director ..... L. Daniel Morris, Jr.  
 Chief Engineer & Deputy Director ..... D. W. Vaughn  
     Assistant Chief Engineer – Pre-Construction ..... Rex Bush  
     Assistant Chief Engineer – Operations ..... G. M. Harper  
     Assistant Chief Engineer - Administration ..... Lamar Woodham, Jr.

**AIR TRANSPORTATION:**

    Air Transportation Administrator ..... David L. Goodwin

**AERONAUTICS:**

    Aeronautics Administrator ..... John Eagerton

**FINANCE and AUDITS:**

    Accounting Director III ..... Lamar McDavid  
     Accounting Director I ..... Bill Flowers  
     Accounting Director I ..... Charles L. Grider  
     External Audit Manager ..... Wayne Cobb  
     Internal Audit Manager ..... Alvena Williams

**OFFICE OF ASSISTANT TRANSPORTATION DIRECTOR**  
**Assistant Transportation Director ..... L. Daniel Morris, Jr.**

**LEGAL COUNSEL:**

    Chief Counsel, Attorney IV ..... Jim R. Ippolito, Jr.  
     Attorney III ..... Robert M. Alton, III  
     Attorney III ..... Stacey S. Houston  
     Attorney III ..... Harry Lyles  
     Attorney I/II ..... Connie Carraway

**PERSONNEL:**

    Departmental Personnel Manager III ..... Ron J. Green  
     Recruiting, Transportation Recruitment Manager ..... Cleo Daniel  
     Transactions, Department Personnel Manager I ..... James R. Begley  
     Employee Assistance Program Coordinator ..... Jeremiah Taylor  
     Risk Management, Safety Coordinator ..... Ellis A. Paulk, II

**HUMAN RESOURCES:**

    Equal Employment Opportunity Coordinator ..... Frank Topping

**SPECIAL ASSISTANT FOR PUBLIC AFFAIRS ..... Tony Harris**

**PUBLIC AFFAIRS:**

    Public Information Manager ..... Norman F. Lumpkin

## OFFICE OF CHIEF ENGINEER

**Chief Engineer & Deputy Director ..... D. W. Vaughn**

Assistant Chief Engineer, Pre-Construction ..... Rex Bush  
 Assistant Chief Engineer, Operations ..... G. M. Harper  
 Assistant Chief Engineer, Administration ..... Lamar Woodham, Jr.

### OFFICE ENGINEER:

Professional Civil Engineer III ..... Ronald L. Baldwin  
 Professional Civil Engineer II ..... Clay P. McBrien  
 Transportation Administrator ..... Terry W. Robinson  
 Project Cost Auditor III ..... Joseph M. Dean

## OFFICE OF ADMINISTRATIVE ENGINEER

**Administrative Engineer ..... Lamar Woodham, Jr.**

### TRAINING/EDP:

ALDOT Training / EDP Manager ..... E. Maxine Wheeler

### COMPUTER SERVICES:

Bureau Chief/Information Technology Manager III ..... Guin Butler  
 Assistant Bureau Chief /Engineering Support Manager ..... Alton Treadway  
 Assistant Bureau Chief /Technical Support Manager ..... Bill Courson  
 Customer Support Manager ..... Deborah Hornsby  
 Division Support Manager ..... Princess Harper  
 IT Operations Manager ..... Rodney Rives  
 Programming Support Manager ..... Michael Stokes  
 Telecommunications Support Manager ..... Danny Turner

## OFFICE OF ASSISTANT CHIEF ENGINEER

**Assistant Chief Engineer, Pre-Construction ..... Rex Bush**

### TRANSPORTATION PLANNING / MODAL PROGRAMS:

Professional Civil Engineer III ..... Robert J. Jilla  
 Transportation Administrator ..... William E. Couch  
 Transportation Administrator ..... Emmanuel C. Oranika  
 Transportation Administrator ..... Charles R. Pouncey  
 Transportation Administrator ..... Lisa A. Ray  
 Transportation Administrator ..... Charles W. Turney  
 Transportation Administrator ..... Wes Elrod  
 Transportation Administrator ..... Cecil W. Colson, Jr.  
 Transportation Administrator ..... Waymon Benefield  
 Transportation Manager ..... Craig S. Thomas  
 Transportation Planner, Senior ..... Joecephus Nix  
 Transportation Senior Administrator ..... Curtis T. Pierce  
 Senior Accountant ..... Rhonda A. Sipper

## COUNTY TRANSPORTATION:

Professional Civil Engineer III .....	John F. Courson
Professional Civil Engineer II .....	Mack V. Lovelady

## BRIDGE:

Professional Civil Engineer III .....	William F. Conway
Professional Civil Engineer III .....	John F. (Buddy) Black
Professional Civil Engineer II .....	Randall Mullins
Professional Civil Engineer II .....	Dan Warner
Professional Civil Engineer II .....	Tim Colquett
Professional Civil Engineer II .....	William Golson
Professional Civil Engineer II .....	Ralph Davis
Transportation Administrator .....	Robert Gray

## DESIGN:

Professional Civil Engineer III .....	Don T. Arkle
Professional Civil Engineer II .....	Steven E. Walker
Professional Civil Engineer II .....	William F. Adams
Professional Civil Engineer II .....	Stanley C. Biddick
Professional Civil Engineer II .....	W. Carey Kelly
Professional Civil Engineer II .....	Robert G. Lee
Professional Civil Engineer II .....	Adenrele Odutola
Transportation Administrator.....	Alfedo Acoff
Transportation Administrator.....	James L. Griffin

## RIGHT-OF-WAY:

Transportation Senior Administrator .....	Paul Bowlin
Transportation Administrator.....	George Dobbs
Transportation Manager.....	Ken Longcrier
Transportation Manager.....	Danny Joyner
Transportation Manager.....	Tammy Hicks

**OFFICE OF ASSISTANT CHIEF ENGINEER**

**Assistant Chief Engineer, Operations .....** **G. M. Harper**

## EQUIPMENT:

Equipment Management Coordinator .....	Deborah Clark
Assistant Equipment Management Coordinator.....	Alex A. Jackson
Assistant Equipment Management Coordinator .....	Ronald D. Pruitt
Procurement Officer .....	Stanford D. Carlton

## CONSTRUCTION:

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

## MAINTENANCE:

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

## MATERIALS &amp; TESTS:

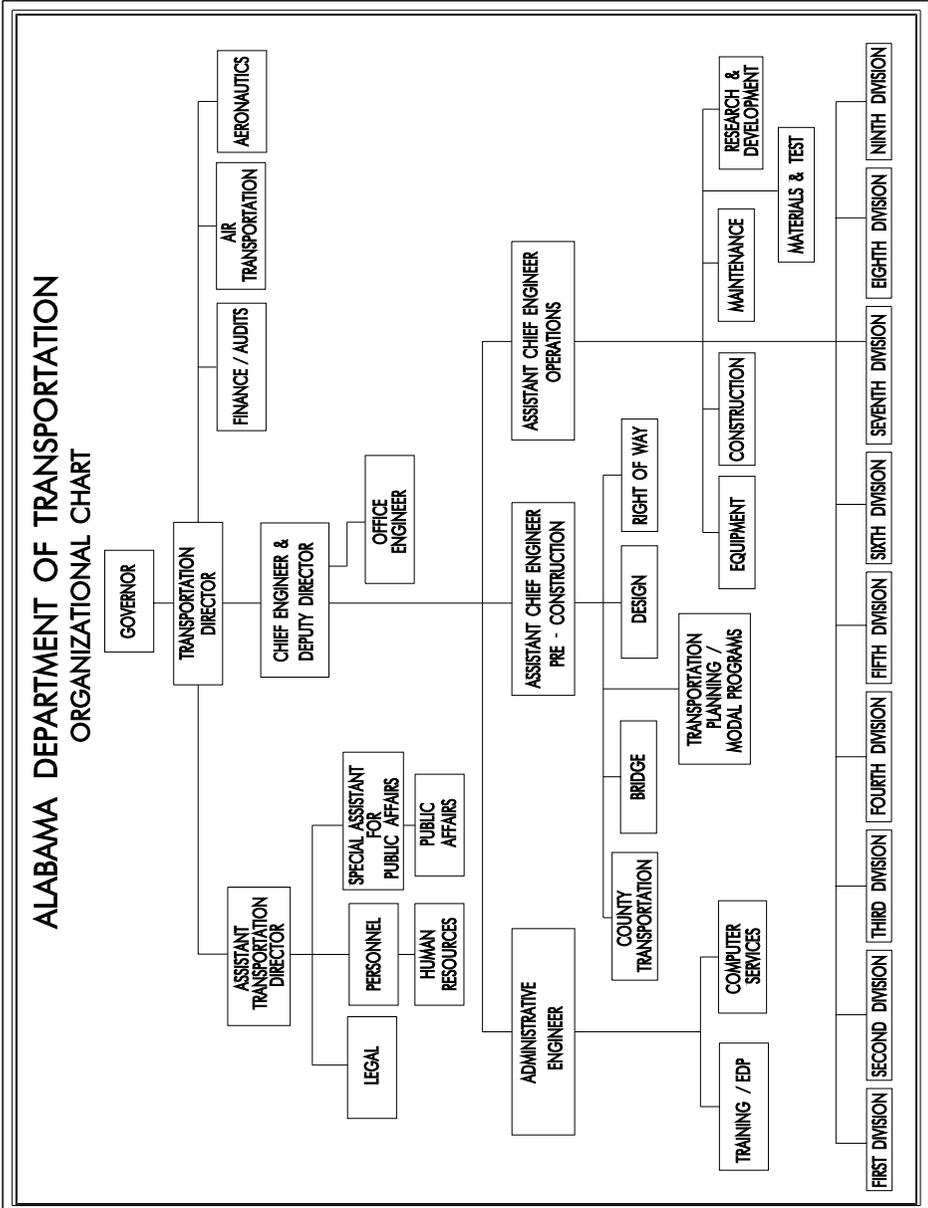
Professional Civil Engineer III .....	Larry Lockett
Transportation Administrator.....	Gary Brunson
Professional Civil Engineer II .....	Buddy E. Cox, Jr.
Professional Civil Engineer II .....	Robert L. Wolfe
Professional Civil Engineer II .....	Scott George

## RESEARCH &amp; DEVELOPMENT:

Transportation Senior Administrator .....	Jeffery Brown
---	---------------

## DIVISIONS:

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



PERSONNEL AND PAYROLL COMPARISONS FOR THE LAST TWO FISCAL YEARS

FISCAL YEAR ENDING SEPTEMBER 30, 2004			FISCAL YEAR ENDING SEPTEMBER 30, 2005		
Biweekly Pay Periods	Number of Employees	Amount of Payrolls	Biweekly Pay Periods	Number of Employees	Amount of Payrolls
09/06/03 thru 09/19/03.....	4272	5,310,683.77	09/04/04 thru 09/17/04.....	4342	5,467,567.42
09/20/03 thru 10/03/03.....	4286	5,258,963.24	09/18/04 thru 10/01/04.....	4333	5,444,943.60
10/04/03 thru 10/17/03.....	4298	5,291,149.00	10/02/04 thru 10/15/04.....	4346	5,307,999.96
10/18/03 thru 10/31/03.....	4302	5,262,153.75	10/16/04 thru 10/29/04.....	4356	5,341,976.74
11/01/03 thru 11/14/03.....	4006	5,303,030.58	10/30/04 thru 11/12/04.....	4359	5,425,455.80
11/15/03 thru 11/28/03.....	4317	5,209,539.65	11/13/04 thru 11/26/04.....	4362	6,661,008.15
11/29/03 thru 12/12/03.....	4313	5,227,036.29	11/27/04 thru 12/10/04.....	4359	4,377,520.03
12/13/03 thru 12/26/03.....	4329	5,213,186.24	12/11/04 thru 12/24/04.....	4351	5,240,830.09
12/27/03 thru 01/09/04.....	4361	5,208,697.75	12/25/04 thru 01/07/05.....	4379	5,211,729.22
01/10/04 thru 01/23/04.....	4368	5,407,209.69	01/08/05 thru 01/21/05.....	4408	5,359,612.84
01/24/04 thru 02/06/04.....	4348	4,243,431.37	01/22/05 thru 02/04/05.....	4405	5,298,746.23
02/07/04 thru 02/20/04.....	4364	5,302,053.49	02/05/05 thru 02/18/05.....	4410	5,340,721.54
02/21/04 thru 03/05/04.....	4348	5,247,322.16	02/19/05 thru 03/04/05.....	4401	5,274,195.96
03/06/04 thru 03/19/04.....	4345	5,286,436.41	03/05/05 thru 03/18/05.....	4405	5,328,336.11
03/20/04 thru 04/02/04.....	4347	5,255,261.56	03/19/05 thru 04/01/05.....	4395	5,299,183.86
04/03/04 thru 04/16/04.....	4349	5,294,139.49	04/02/05 thru 04/15/05.....	4394	5,324,370.00
04/17/04 thru 04/30/04.....	4346	5,260,917.28	04/16/05 thru 04/29/05.....	4404	5,333,382.28
05/01/04 thru 05/14/04.....	4349	5,592,882.31	04/30/05 thru 05/13/05.....	4412	5,518,051.08
05/15/04 thru 05/28/04.....	4339	5,304,936.61	05/14/05 thru 05/27/05.....	4406	5,367,722.92
05/29/04 thru 06/11/04.....	4342	5,289,983.70	05/28/05 thru 06/10/05.....	4440	5,265,312.09
06/12/04 thru 06/25/04.....	4343	5,319,263.31	06/11/05 thru 06/24/05.....	4446	5,671,557.25
06/26/04 thru 07/09/04.....	4347	5,216,189.74	06/25/05 thru 07/08/05.....	4454	5,351,356.85
07/10/04 thru 07/23/04.....	4352	5,412,497.12	07/09/05 thru 07/22/05.....	4464	5,679,060.63
07/24/04 thru 08/06/04.....	4350	5,401,560.14	07/23/05 thru 08/05/05.....	4469	5,430,430.47
08/07/04 thru 08/20/04.....	4346	5,370,801.95	08/06/05 thru 08/19/05.....	4442	5,529,077.62
08/21/04 thru 09/03/04.....	4330	<u>5,274,378.80</u>	08/20/05 thru 09/02/05.....	4436	<u>5,587,042.71</u>
Less Cancellations & Refunds.....			Less Cancellations & Refunds.....		
TOTAL.....		137,763,705.40	TOTAL.....		140,437,191.45
Biweekly Average.....	4323	5,298,604.05	Biweekly Average.....	4399	5,401,430.44

**SEPARATIONS AND APPOINTMENTS DURING  
FISCAL YEAR OCTOBER 1, 2004 – SEPTEMBER 30, 2005**

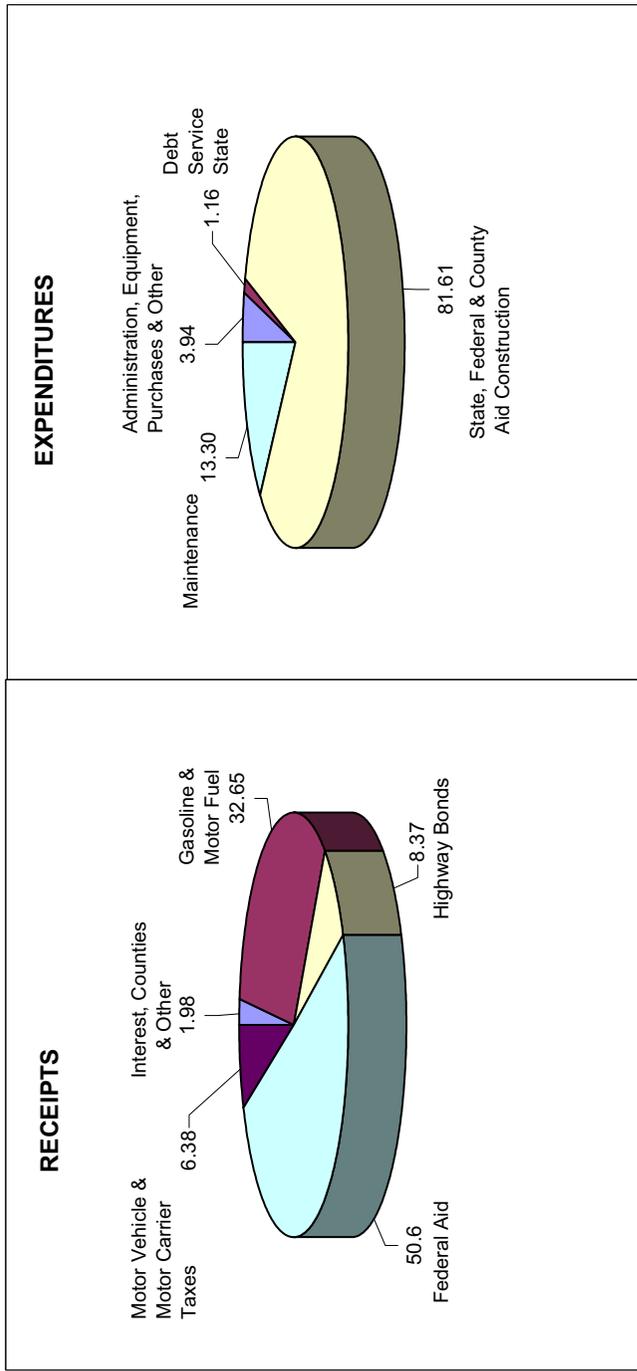
	SEPARATIONS						APPOINTMENTS						
	Resig- nation	Dismis- sal	Lay- Off	Leave Without Pay	Suspen- sion	Death	Retire- ment	Total	Regular	Provi- sional	Temp- orary	Form 8	Total
October 2004	26	09	0	06	01	01	10	53	18	02	12	12	44
November 2004	15	04	0	05	04	00	03	31	22	04	09	26	61
December 2004	14	05	0	09	03	01	08	40	14	02	07	08	31
January 2005	19	05	0	08	05	00	09	46	28	05	06	03	52
February 2005	17	06	0	24	07	00	03	57	24	01	03	22	50
March 2005	29	01	0	12	03	03	04	52	26	02	02	09	39
April 2005	36	07	0	03	02	00	15	63	33	00	09	03	45
May 2005	33	03	0	05	03	00	16	60	59	02	11	12	84
June 2005	28	06	0	03	02	01	11	51	44	00	18	27	79
July 2005	30	10	0	06	03	02	10	61	51	00	04	04	59
August 2005	44	07	0	10	08	00	08	77	56	04	02	00	62
September 2005	27	06	0	11	12	00	13	69	05	05	07	00	17
<b>TOTALS</b>	<b>318</b>	<b>69</b>	<b>0</b>	<b>102</b>	<b>53</b>	<b>08</b>	<b>110</b>	<b>660</b>	<b>380</b>	<b>27</b>	<b>80</b>	<b>136</b>	<b>623</b>

**PERSONNEL SEPARATIONS AND APPOINTMENTS  
BY YEARS AND TYPES**

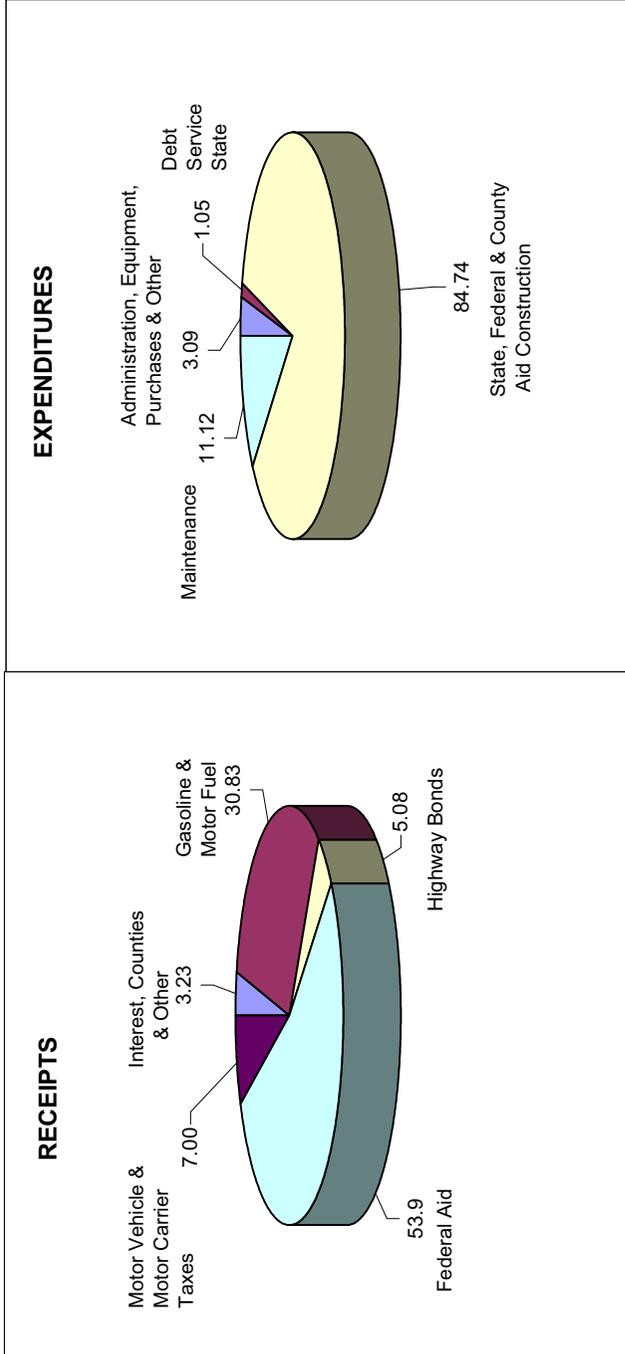
FISCAL YEARS ENDING OCTOBER 1, 1984 THROUGH SEPTEMBER 30, 2005

Year	SEPARATIONS							APPOINTMENTS				
	Resig- nation	Dismis- sal	Lay- off	Leave Without Pay	Suspen- sion	Death	Retire- ment	Total	Regular	Form 8 Provi- sional	Tem- porary	Total
1984-85.....	222	03	00	58	12	20	74	389	603	144	11	758
1985-86.....	271	06	00	67	21	13	148	526	175	378	135	688
1986-87.....	229	22	84	81	33	10	149	608	109	83	33	225
1987-88.....	202	11	00	89	44	13	145	503	327	44	46	417
1988-89.....	225	21	00	98	42	06	140	532	427	158	43	628
1989-90.....	325	16	00	118	31	11	122	623	382	191	46	619
1990-91.....	297	30	00	216	26	12	101	682	318	175	36	529
1991-92.....	266	24	00	130	30	17	135	602	272	220	46	527
1992-93.....	369	25	00	110	43	10	111	668	417	262	64	743
1993-94.....	317	15	00	114	28	11	176	661	240	357	97	694
1994-95.....	269	20	00	112	67	13	72	553	52	156	45	243
1995-96.....	268	14	00	98	70	19	209	678	67	115	29	225
1996-97.....	290	23	00	89	65	11	51	529	78	112	26	216
1997-98.....	293	18	00	72	43	16	373	815	86	248	15	341
1998-99.....	239	23	00	51	43	14	35	405	305	362	51	718
1999-00.....	218	32	00	33	51	07	67	418	118	155	47	320
2000-01.....	161	28	00	38	28	09	60	324	101	250	97	448
2001-02.....	152	43	00	58	23	05	101	382	147	45	340	532
2002-03.....	152	43	00	106	33	05	101	440	324	227	167	718
2003-04.....	266	60	00	115	56	09	117	623	243	192	99	537
2004-05.....	318	69	00	102	53	08	110	660	380	163	80	623

ALABAMA DEPARTMENT OF TRANSPORTATION  
 RECEIPTS AND EXPENDITURES  
 FISCAL YEAR ENDING SEPTEMBER 30, 2004

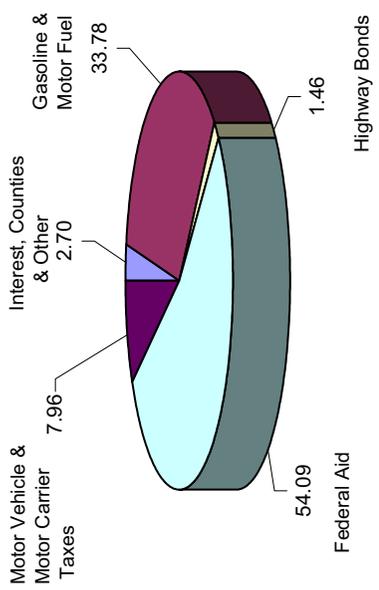


ALABAMA DEPARTMENT OF TRANSPORTATION  
RECEIPTS AND EXPENDITURES  
FISCAL YEAR ENDING SEPTEMBER 30, 2005

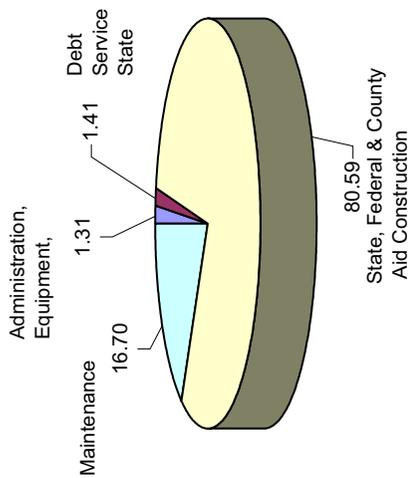


ALABAMA DEPARTMENT OF TRANSPORTATION  
 RECEIPTS AND EXPENDITURES  
 TEN-YEAR PERIOD ENDING SEPTEMBER 30, 2005

**RECEIPTS**



**EXPENDITURES**



**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY FUNDS  
RECEIPTS AND EXPENDITURES FOR TEN YEAR PERIOD 1996-2005**

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

**RECEIPTS**

<u>1995-96</u>	<u>1996-97</u>	<u>1997-98</u>	<u>1998-99</u>	<u>1999-00</u>	<u>2000-01</u>	<u>2001-02</u>	<u>2002-03</u>	<u>2003-04</u>	<u>2004-05</u>	<u>TOTAL</u>	<u>%</u>
<b>Gasoline Excise Tax .04</b>											
40,397,084	40,880,462	41,625,373	42,328,134	42,416,204	42,256,980	43,148,809	43,043,314	44,537,848	44,949,994	336,096,360	4%
<b>Motor Fuel Tax .04</b>											
22,574,618	24,078,214	25,352,104	25,674,007	27,503,983	27,113,255	26,752,503	27,153,290	29,417,375	42,675,146	206,201,974	3%
<b>LP Gas Vehicle</b>											
303,807	278,836	267,010	89,564	220,579	201,821	192,621	179,380	169,214	140,948	1,733,618	0%
<b>Motor Vehicle License</b>											
68,112,147	68,725,447	73,749,700	76,506,913	78,511,951	74,460,316	77,063,812	73,438,861	65,846,615	81,357,173	590,569,148	8%
<b>Gasoline Excise Tax .07</b>											
70,128,190	70,718,485	72,042,686	73,298,064	72,921,111	71,890,141	73,350,741	74,606,669	75,785,649	76,849,327	578,956,087	7%
<b>Lubricating Oil Tax</b>											
609,289	592,852	617,594	607,462	602,207	619,764	535,208	660,006	556,203	591,407	4,844,381	0%
<b>Oversize Hauling Permit</b>											
2,914,270	2,992,140	3,646,400	3,620,051	3,266,870	2,578,540	3,202,868	2,931,293	2,819,845	2,936,092	25,152,431	0%
<b>Motor Fuel Tax .13</b>											
73,549,386	78,221,679	82,078,940	85,407,807	89,682,447	88,096,064	86,946,775	88,242,618	95,426,464	100,401,300	672,225,716	9%
<b>Truck Identification Decal</b>											
149,350	923,886	960,466	1,043,867	1,057,055	975,572	953,206	1,011,241	1,022,797	953,320	7,074,643	0%
<b>Petroleum Products Inspection Fee</b>											
52,187,110	52,788,721	54,014,982	55,150,124	55,893,009	55,175,646	55,830,203	56,416,629	59,850,834	49,515,365	437,456,423	6%
<b>Outdoor Advertising Permit Fee</b>											
640,816	690,008	732,460	748,798	749,166	903,119	68,541	67,648	61,783	67,398	4,600,556	0%
<b>Motor Carrier Tax</b>											
562,584	547,221	573,627	598,166	596,339	570,262	529,137	518,631	518,625	521,334	4,495,966	0%
<b>Gasoline Excise Tax .05</b>											
86,312,057	87,507,318	88,756,996	90,714,748	90,604,423	89,405,465	91,531,960	91,862,117	94,629,496	95,954,976	716,695,085	9%
<b>Interest Income</b>											
3,678,727	4,493,504	2,582,021	2,294,090	2,139,392	119,144	397,322	0	0	0	15,704,201	0%
<b>SUBTOTAL</b>											
<u>422,119,435</u>	<u>433,438,773</u>	<u>447,000,359</u>	<u>458,081,797</u>	<u>466,164,735</u>	<u>454,366,088</u>	<u>460,503,704</u>	<u>460,131,696</u>	<u>470,640,748</u>	<u>496,913,780</u>	<u>3,601,806,588</u>	<u>46%</u>
<b>Federal Aid</b>											
354,561,154	329,106,799	303,086,115	405,538,656	537,771,077	688,348,118	761,249,090	587,748,113	526,858,307	630,383,267	3,967,409,124	51%
<b>Rapid Rail</b>											
0	0	0	0	0	0	0	0	0	0	0	0%
<b>Transfer from General Fund</b>											
245,000	225,000	225,000	125,000	125,000	125,000	120,625	0	0	0	1,190,625	0%
<b>County Aid and Miscellaneous</b>											
15,471,721	19,672,979	16,593,607	13,547,936	14,970,946	23,108,106	49,510,118	39,193,165	20,648,628	35,860,260	192,068,578	2%
<b>Oil Lease Funds</b>											
11,189	1,349,724	0	0	0	0	0	0	0	0	1,360,913	0%
<b>Highway Bonds</b>											
12,752,054	34,130,180	6,901,865	3,962,488	0	1,928,110	4,899,711	0	87,076,982	61,355,391	64,574,408	1%
<b>UMTA Vehicle Disposition Proceeds</b>											
41,558	29,259	73,804	138,441	-25,693	152,329	90,325	122,602	94,342	175,402	622,624	0%
<b>ROW Title 23 Revenue</b>											
0	0	0	84,560	604,904	673,474	234,791	1,289,939	357,910	1,130,001	2,887,667	0%
<b>SUBTOTAL</b>											
<u>383,082,676</u>	<u>384,513,941</u>	<u>326,880,391</u>	<u>423,397,081</u>	<u>553,446,234</u>	<u>714,335,137</u>	<u>816,104,661</u>	<u>628,353,818</u>	<u>635,036,169</u>	<u>728,904,321</u>	<u>4,230,113,939</u>	<u>54%</u>
<b>TOTAL RECEIPTS</b>											
<u>805,202,111</u>	<u>817,952,714</u>	<u>773,880,751</u>	<u>881,478,877</u>	<u>1,019,610,969</u>	<u>1,168,701,225</u>	<u>1,276,608,365</u>	<u>1,088,485,514</u>	<u>1,105,676,917</u>	<u>1,225,818,101</u>	<u>7,831,920,527</u>	<u>100%</u>

**EXPENDITURES**

<u>1995-96</u>	<u>1996-97</u>	<u>1997-98</u>	<u>1998-99</u>	<u>1999-00</u>	<u>2000-01</u>	<u>2001-02</u>	<u>2002-03</u>	<u>2003-04</u>	<u>2004-05</u>	<u>TOTAL</u>	<u>%</u>
<b>Construction</b>											
519,663,811	486,103,748	495,227,048	552,099,407	732,888,737	866,000,670	997,775,540	908,481,378	888,224,896	956,432,116	5,558,240,339	72%
<b>Maintenance</b>											
191,186,677	172,840,608	173,316,377	155,460,990	140,144,206	130,106,357	126,526,730	134,539,718	144,697,133	125,492,606	1,224,121,663	16%
<b>Equipment Purchases</b>											
4,030,078	4,662,012	5,168,921	3,871,384	5,481,176	5,826,675	7,619,295	5,743,494	6,711,485	10,385,367	42,403,035	1%
<b>Administration</b>											
24,902,765	26,188,520	31,162,475	42,215,322	45,545,532	37,079,942	26,840,997	38,222,641	36,114,158	24,497,106	272,158,193	4%
<b>Debt Service</b>											
21,029,279	44,682,510	4,756,675	4,390,523	4,403,963	4,410,390	4,426,105	13,984,433	12,577,835	11,798,945	102,083,876	1%
<b>Other Expenditures</b>											
65,804,483	51,831,938	119,860,365	74,345,347	72,592,695	56,509,320	46,620,532	57,157,306	63,947,765	102,389,189	544,721,985	7%
<b>TOTAL EXPENDITURES</b>											
<u>826,617,093</u>	<u>786,309,336</u>	<u>829,491,860</u>	<u>832,382,973</u>	<u>1,001,056,308</u>	<u>1,099,933,354</u>	<u>1,209,809,199</u>	<u>1,158,128,969</u>	<u>1,152,273,272</u>	<u>1,230,995,329</u>	<u>7,743,729,091</u>	<u>100%</u>

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
RECEIPTS AND DISBURSEMENTS  
FISCAL YEAR ENDING SEPTEMBER 30, 2005

	PUBLIC ROADS AND BRIDGE FUND
<b>Unexpended Balance as of October 1, 2004.....</b>	<b>324,548,724</b>
<b>RECEIPTS:</b>	
Revenue	
Gasoline Excise Tax \$.05.....	95,954,976
Gasoline Excise Tax \$.04.....	44,949,994
Motor Fuel Tax \$.04.....	42,675,146
LP Gas Vehicle Permits.....	140,948
Motor Vehicle License.....	81,357,173
Gasoline Excise Tax \$.07.....	76,849,327
Lubricating Oil Tax.....	591,407
Oversize Hauling Permits.....	2,936,092
Motor Carrier Mileage, Taxes, Fees.....	521,334
Motor Fuel Tax \$.13.....	100,401,300
Truck Identification Decals.....	953,320
Petroleum Products Inspection Fees.....	49,515,365
Outdoor Advertising Permits Fees.....	67,398
Subtotal Revenue - State.....	496,913,780
Interest Income.....	0
Transfer From General Fund.....	0
<b>TOTAL REVENUE.....</b>	<b>496,913,780</b>
Non - Revenue Receipts	
ISTEA Interstate Maintenance.....	98,353,513
ISTEA National Highway System.....	114,931,588
ISTEA Surface Transportation Program.....	149,272,280
ISTEA Special.....	15,316,247
ISTEA Other.....	52,266,608
Federal Aid Priority Primary.....	0
Federal Interstate Regular.....	552,360
Federal Interstate ACL.....	0
Federal Aid Primary.....	268,708
Federal Aid Secondary.....	(3,425)
Federal Aid ABC Urban.....	0
Federal Aid Urban.....	32,038
Federal Aid Secondary (Farm to Market).....	0
Federal Aid Secondary (Farm to Market Misc.).....	(35,087)
Federal Topic.....	0
Federal Appalachian.....	69,869,914
Federal Aid Special Aid.....	0
Federal Aid Highway Planning & Research.....	6,942,725
Federal Aid Bridge Replacement.....	74,608,976
Federal Aid Transit Capital.....	7,240,129
Federal Aid Beautification.....	0

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
RECEIPTS AND DISBURSEMENTS  
FISCAL YEAR ENDING SEPTEMBER 30, 2005

Federal Aid Special Grants.....	0
Federal Aid Other.....	40,766,693
Subtotal.....	<u>630,383,267</u>
2002-A GARVEE Bonds.....	59,445,538
Ind. Access Road & Bridge Corp.....	1,909,853
Amendment 1 County Share.....	0
County Aid.....	550,907
Other Aid.....	733,129
Other Project Participation.....	33,163,757
Revenue Sharing.....	0
Contractor Bid Fees.....	22,741
Miscellaneous Receipts.....	1,389,726
Subtotal.....	<u>97,215,651</u>
UMTA Vehicle Disposition Proceeds.....	175,402
Rapid Rail.....	0
ROW Title 23 Revenue.....	1,130,001
TOTAL NON-REVENUE RECEIPTS.....	728,904,321
<b>TOTAL RECEIPTS.....</b>	<b><u>1,225,818,101</u></b>
<b>TOTAL FUNDS AVAILABLE.....</b>	<b><u>1,550,366,825</u></b>

**EXPENDITURES**

## Debt Service

Bonds Retired Ind. Access Road & Bridge Auth.....	1,305,000
Bonds Interest Ind. Access Road & Bridge Auth.....	63,945
2001 GARVEE Bonds Principal Paid.....	10,430,000
Less: Accrued Interest Prm/Disc.....	0
Bond Selling Expense.....	0
IRS Arbitrage Calculation Fees.....	0
Total Debt Service.....	<u>11,798,945</u>

## External Appropriations

State Tax Commission Expense.....	1,382,176
Transfer to Public Safety.....	3,500,000
Personnel Department Appropriations.....	680,383
Captive County Health Insurance.....	84,920
General Obligation Bond Debt Service.....	18,199,673
Total External Appropriations.....	<u>23,847,152</u>

## Operations Expense

Administrative.....	24,497,106
Supervision.....	45,548,366
Maintenance.....	125,492,606
County Engineer's Salaries.....	1,536,610

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
RECEIPTS AND DISBURSEMENTS  
FISCAL YEAR ENDING SEPTEMBER 30, 2005

Equipment Purchases.....	10,385,367
Board of Adjustment.....	5,280
Special Work Authorizations.....	1,110,595
Publications.....	93,034
Undistributed Payroll.....	0
Insurance.....	698,256
Communications.....	340,353
Postage and Freight.....	63,673
Other Undistributed Charges.....	0
Total Operations Expense.....	<u>209,771,246</u>
Construction Expenditures	
ISTEA Interstate Maintenance.....	102,176,512
ISTEA National Hwy System.....	147,903,719
ISTEA Surface Transp Prog.....	192,884,495
ISTEA Special Projects.....	19,129,224
ISTEA Other Projects.....	70,073,096
ISTEA Highway Research Prog.....	14,646,011
ISTEA Advanced Construction Interstate Maintenance.....	(975,207)
ISTEA Advanced Construction National Hwy System.....	11,835,476
ISTEA Advanced Surface Transp Prog.....	4,973,257
ISTEA Advanced Special Projects.....	118,861
ISTEA Advanced Other Projects.....	0
Advanced Construction GARVEE Projects.....	43,521,706
Federal Aid Interstate Regular.....	(8,483)
Federal Aid Interstate ACI.....	0
Federal Aid Regular Primary.....	516,332
Federal Aid Transit Capital Projects	8,855,472
Federal Aid ABC Urban.....	0
Federal Aid Secondary.....	(32,426)
Federal Aid Urban System.....	(59,240)
Federal Aid Secondary (Farm to Market).....	(1,392)
Federal Aid Secondary (Farm to Market Misc.).....	(92,693)
Federal Aid Access.....	0
Federal Aid Appalachian.....	94,477,758
Federal Aid Advanced Construction Bridge Replacement....	3,603,348
Federal Aid Bridge Replacement.....	103,956,921
Federal Aid Beautification.....	0
Federal Aid Special Grants.....	0
Federal Aid Other.....	46,454,438
Subtotal Constntruction Expenditures.....	<u>863,957,185</u>
State Construction Revenue Sharing.....	0
State Special Aid.....	17,191,240
State Right-of-Way.....	2,801,224

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
RECEIPTS AND DISBURSEMENTS  
FISCAL YEAR ENDING SEPTEMBER 30, 2005

State Contract.....	51,887,098
State Forces.....	606,581
State Preliminary Engineering.....	2,621,262
Subtotal State Construction.....	<u>75,107,405</u>
Industrial Access Roads & Bridges.....	(194,647)
Industrial Access - Non-Debt .....	10,156,705
Governor's Program Energy Refund.....	0
Operations Land & Buildings.....	7,405,468
Subtotal Other Projects.....	<u>17,367,526</u>
Total Construction Expenditures.....	<u>956,432,116</u>
<b>TOTAL EXPENDITURES.....</b>	<b><u><u>1,201,849,459</u></u></b>
<b>ADJUSTMENTS TO CASH</b>	
Adjustments include Deposits in Transit, Investments, Retainage, Receivable Adjustments, Amounts Pending Distribution, ect.	29,145,870
<b>TOTAL DISBURSEMENTS.....</b>	<b><u>1,230,995,329</u></b>
<b>RECONCILIATION:</b>	
Add: Cash Balance 9-30-05.....	319,371,496
<b>TOTAL FUNDS AVAILABLE</b>	<b>1,550,366,825</b>

**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
OUTSTANDING BONDS  
9/30/2005**

NAME	INTEREST RATE	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Auth. GARVEE Series 2002-A		3-1-2017	\$170,065,000.00	\$56,040,561.02
Total			\$170,065,000.00	\$56,040,561.02

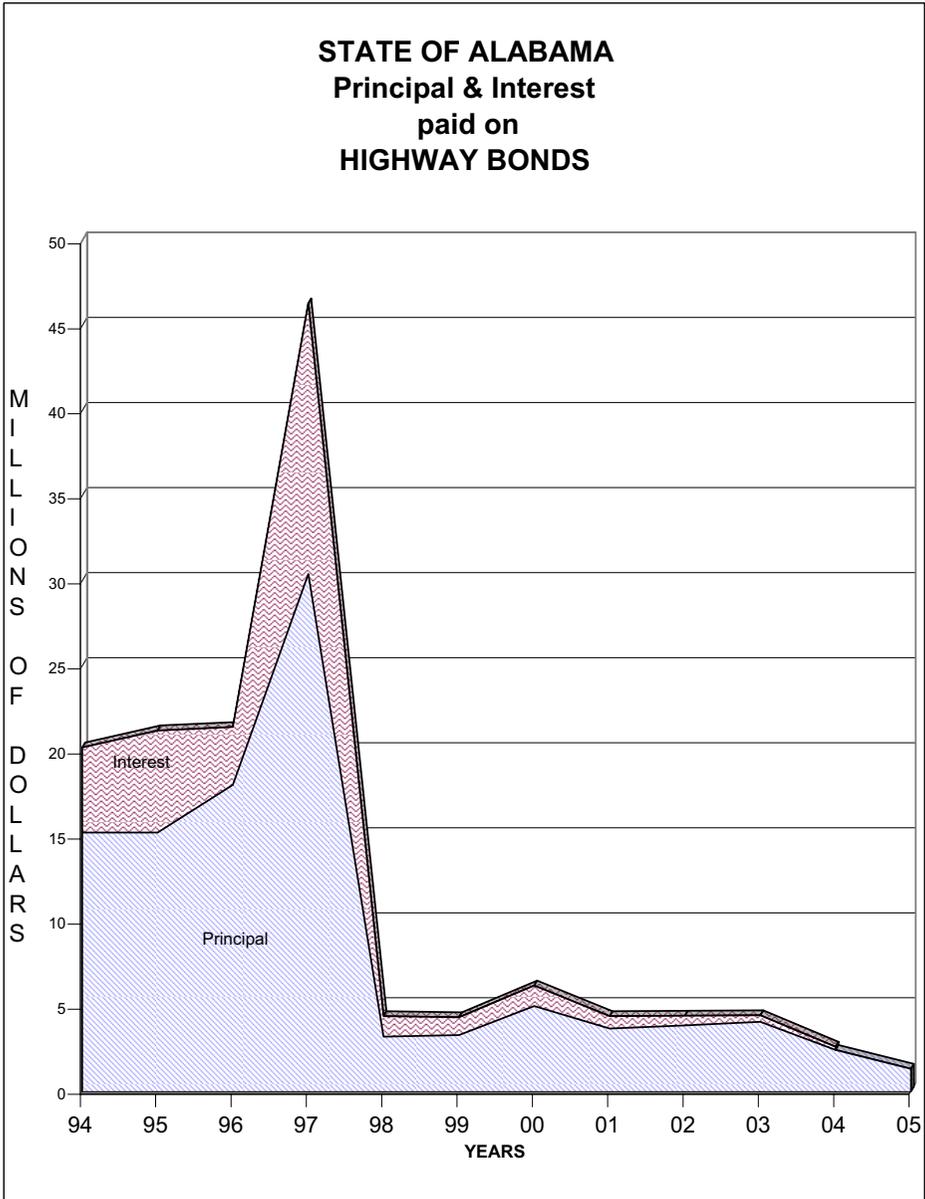
NAME	PRINCIPAL REDEMPTION 2005-2006	INTEREST REDEMPTION 2005-2006
AL Federal Aid Highway Auth. GARVEE Series 2002-A	\$10,910,000.00	\$8,122,881.25
Total	\$10,910,000.00	\$8,122,881.25

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

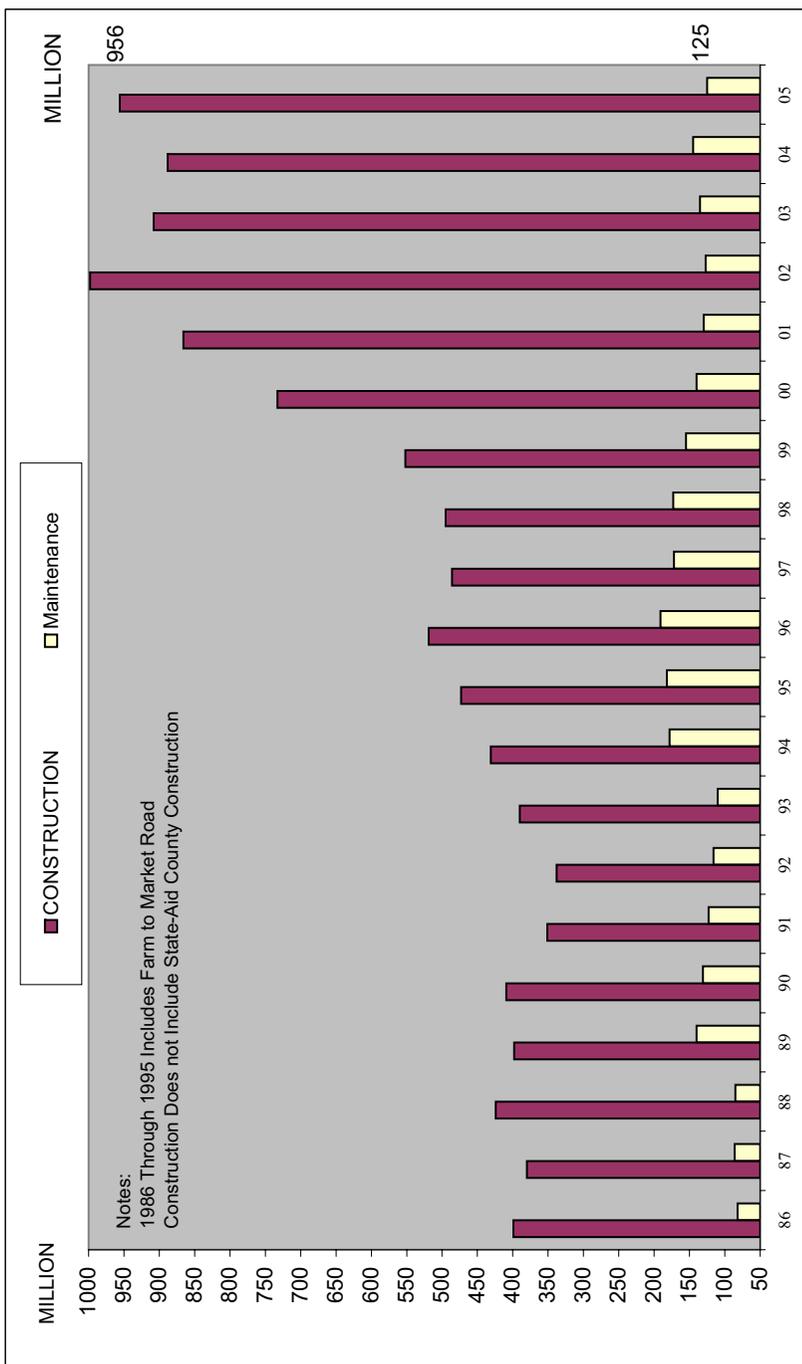
YEAR	BONDS			TOTALS
	OUTSTANDING	REDEMPTION	INTEREST	
2005-2006	\$170,065,000.00	\$10,910,000.00	\$8,122,881.25	\$19,032,881.25
2006-2007	\$159,155,000.00	\$11,415,000.00	\$7,669,235.46	\$19,084,235.46
2007-2008	\$147,740,000.00	\$11,920,000.00	\$7,135,812.50	\$19,055,812.50
2008-2009	\$135,820,000.00	\$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	\$18,190,000.00	\$454,750.00	\$18,644,750.00
		\$170,065,000.00	\$56,040,561.02	\$226,105,561.02

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.



ALABAMA DEPARTMENT OF TRANSPORTATION  
 FUNDS EXPENDED FOR CONSTRUCTION AND MAINTENANCE  
 1986 Thru 2005



## STATE OF ALABAMA HIGHWAY FEDERAL AID

The following tabulation shows amounts of Federal funds administered by the Alabama Department of Transportation, which were matched from October 1, 2004, to September 30, 2005

Interstate System.....	\$130,172,149.61
National Highway System.....	130,500,703.84
Surface Transportation Program.....	127,773,159.67
Bridge Replacement.....	88,288,837.53
Appalachian.....	70,149,748.13
Safety Program.....	8,164,661.34
Emergency Relief.....	18,560,205.86
Minimum Guarantee.....	59,659,187.51
Special Projects.....	77,824,623.56
Congestion Mitigation & Air Quality.....	5,676,923.89
Miscellaneous.....	9,413,958.56
<b>TOTAL.....</b>	<b>\$726,184,159.50</b>

STATE SUMMARY OF CONSTRUCTION AND MAINTENANCE ACTIVITIES  
BY DIVISION FOR FISCAL YEAR 2005  
MILES COMPLETED

DIVISION NUMBER	Highway System	Grade and Drain	Base and pave	Grade, Drain Base, pave and Bridge	Resurfacing	Widen and Resurface	Rehabilitated	Added Road Lane	BRIDGES Number completed
1	STATE TOTAL				27.5 31.8				
2	STATE TOTAL	4.8 4.8	0.0 0.2	0.3 0.5	22.8 26.4	0.0 13.5		0.2 0.2	7 10
3	STATE TOTAL		6.3 6.3	4.4 4.4	94.4 117.4	0.0 7.8	4.8 4.8	6.8 6.8	12 23
4	STATE TOTAL		6.3 6.3	5.5 7.9	18.7 32.9	0.0 20.3		0.0 1.0	0.0 13
5	STATE TOTAL								1 1
6	STATE TOTAL				1.0 1.0				1 1
7	STATE TOTAL		0.0 3.6	4.1 8.5	90.8 112.0	4.7 73.8		0.4 0.4	3 21
8	STATE TOTAL								
9	STATE TOTAL			1.0 1.0	17.8 26.5	0.0 7.1			0.0 3.0
TOTALS	STATE TOTAL	4.8 4.8	12.6 16.4	15.3 22.3	273.0 348.0	4.7 122.5	4.8 4.8	7.4 8.4	24 72

NOTE: Totals include non-state system activities  
Work completion based on Acceptance Date

**ROAD MILES UNDER MAINTENANCE AS OF OCTOBER 1, 2004 - BY DIVISION  
BY TYPE OF SURFACE (INCLUDES ON SYSTEM FACILITIES)**

DIVISION	BITUMINOUS	CONCRETE	GRAVEL (TEMP. SURF.)	TUNNELS & LINEAR INVENTORY OF BRIDGES	TOTAL MILES
1	1,437.711	95.862	0.000	20.577	1,554.150
2	920.236	0.000	0.000	7.108	927.344
3	996.933	72.986	0.000	27.312	1,097.231
4	1,270.161	24.908	0.000	10.667	1,305.736
5	1,300.822	0.967	1.141	19.263	1,322.193
6	1,165.894	16.470	0.379	20.583	1,203.326
7	1,434.924	0.000	3.764	11.964	1,450.652
8	1,127.144	0.243	7.945	18.179	1,153.511
9	895.203	1.046	0.000	39.944	936.193
	10,549.028	212.482	13.229	175.597	10,950.336

**ROAD MILES UNDER MAINTENANCE AS OF OCTOBER 1, 2005 - BY DIVISION  
BY TYPE OF SURFACE (INCLUDES ON SYSTEM FACILITIES) EXCLUDING SERVICE ROADS, RAMPS & CROSS ROADS**

DIVISION	BITUMINOUS	CONCRETE	GRAVEL (TEMP. SURF.)	TUNNELS & LINEAR INVENTORY OF BRIDGES	TOTAL MILES
1	1,437.712	95.862	0.000	20.575	1,554.149
2	923.891	0.000	0.000	7.109	931.000
3	1,032.772	72.986	0.000	27.331	1,133.089
4	1,273.366	24.908	0.000	10.807	1,309.081
5	1,300.822	0.967	1.141	19.263	1,322.193
6	1,165.895	16.470	0.379	20.580	1,203.324
7	1,434.923	0.000	3.764	11.964	1,450.651
8	1,124.543	0.243	7.945	18.181	1,150.912
9	895.203	1.046	0.000	39.944	936.193
	10,589.127	212.482	13.229	175.754	10,990.592

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
Maintenance Costs -- Fiscal Year 2005

**Routine Maintenance - Not Including Interstates**

	Div 1	Div 2	Div 3	Div 4	Div 5	Div 6	Div 7	Div 8	Div 9	Genl Office	Totals
Actual Exp.	\$ 8,071,628	\$ 5,612,024	\$ 5,663,435	\$ 6,401,075	\$ 6,138,933	\$ 6,051,559	\$ 7,827,040	\$ 4,425,292	\$ 5,583,279		\$ 55,774,265
Miles of Roadway	1381.44	925.46	871.84	1217.06	1207.35	1057.73	1446.67	1121.33	752.6		9,981.48
Cost per Mile	\$ 5,843	\$ 6,064	\$ 6,496	\$ 5,259	\$ 5,085	\$ 5,721	\$ 5,410	\$ 3,946	\$ 7,419		\$ 5,588

**Routine Maintenance - Interstate Only (excluding ramps and service roads)**

	Div 1	Div 2	Div 3	Div 4	Div 5	Div 6	Div 7	Div 8	Div 9	Genl Office	Totals
Actual Exp.	\$ 3,195,431	--	\$ 6,512,202	\$ 1,962,275	\$ 3,263,903	\$ 3,409,186	--	\$ 474,689	\$ 4,522,818		23,340,504
Miles of Roadway	172,240	---	208,350	85,670	111,300	142,960	--	28,610	179,980		929,14
Cost per Mile	\$ 18,562		\$ 31,256	\$ 22,905	\$ 29,325	\$ 23,842		\$ 16,592	\$ 25,130		\$ 25,121

**Maintenance Resurfacing (excluding bridges and project exceptions)**

	Div 1	Div 2	Div 3	Div 4	Div 5	Div 6	Div 7	Div 8	Div 9	Genl Office	Totals
Amount Auth. (FY05)	\$ 19,473,000	\$ 14,800,000	\$ 9,117,000	\$ 14,832,000	\$ 9,053,000	\$ 12,023,000	\$ 17,596,000	\$ 11,825,000	\$ 9,797,000		\$ 118,516,000
Miles of roadway	117.91	44.71	56.26	93.95	39.33	88.56	105.36	56.86	64.76		667,720
Cost per road mile	\$ 165,151	\$ 331,022	\$ 162,051	\$ 157,871	\$ 230,181	\$ 135,761	\$ 167,008	\$ 207,967	\$ 151,235		\$ 177,494

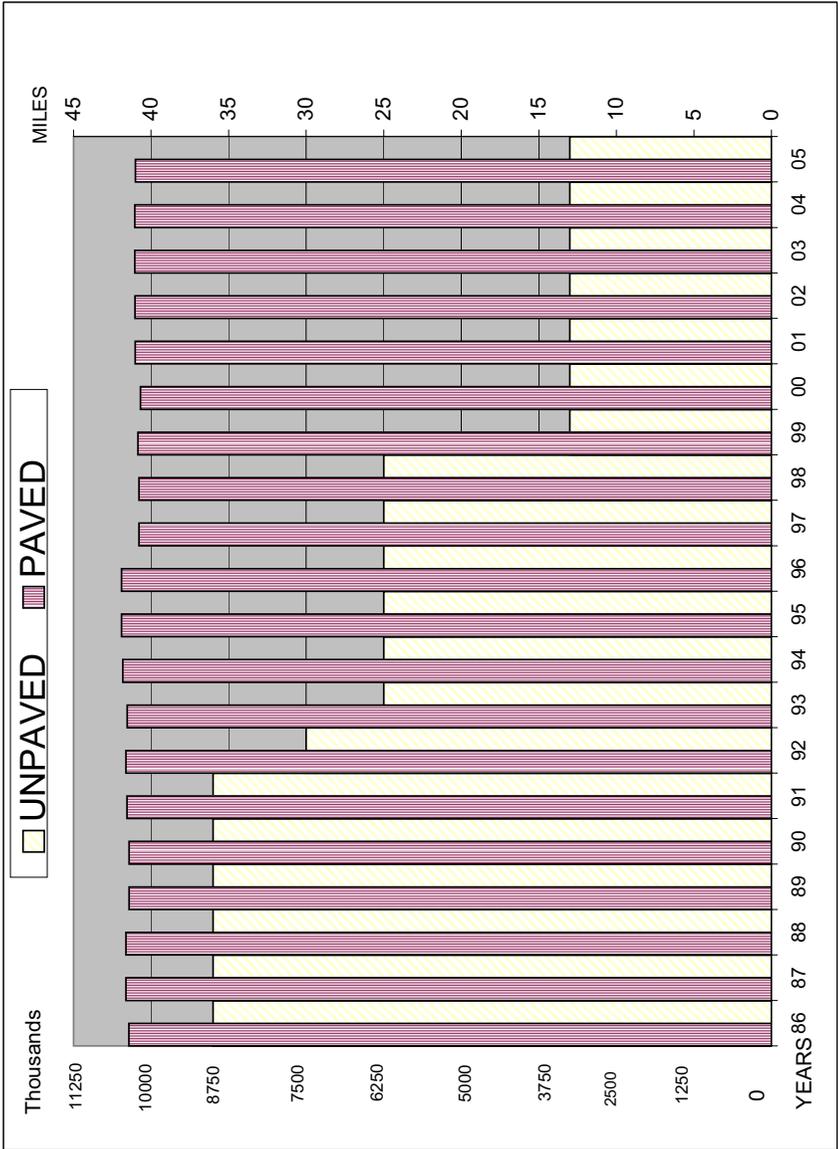
**Other Maintenance Projects**

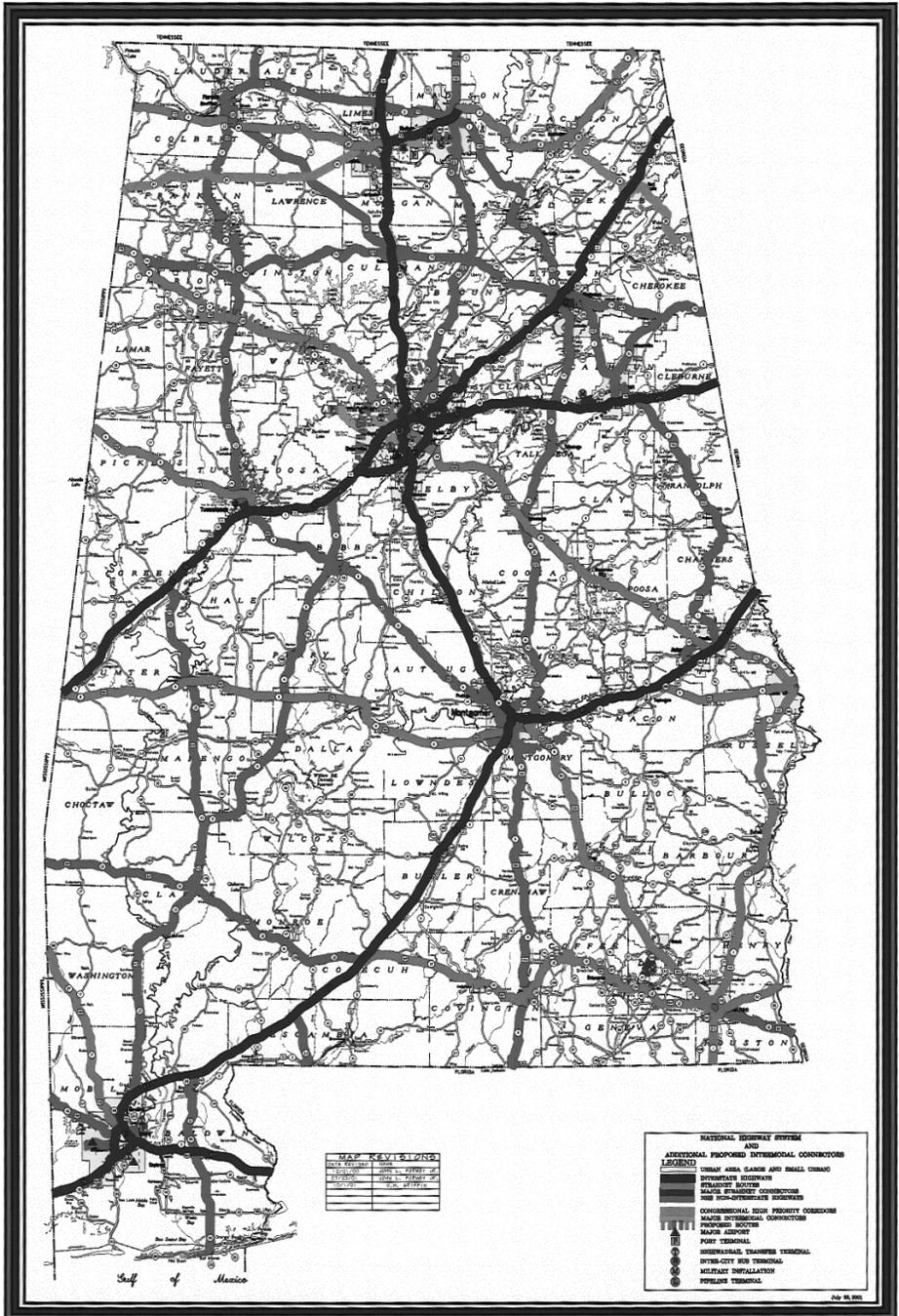
	Div 1	Div 2	Div 3	Div 4	Div 5	Div 6	Div 7	Div 8	Div 9	Genl Office	Totals
Amount Auth. (FY05)	\$ 3,390,000	\$ 1,489,000	\$ 4,861,000	\$ 2,388,000	\$ 1,521,000	\$ 2,174,000	\$ 2,984,000	\$ 2,186,000	\$ 5,600,000		\$ 26,593,000

**Total Maintenance**

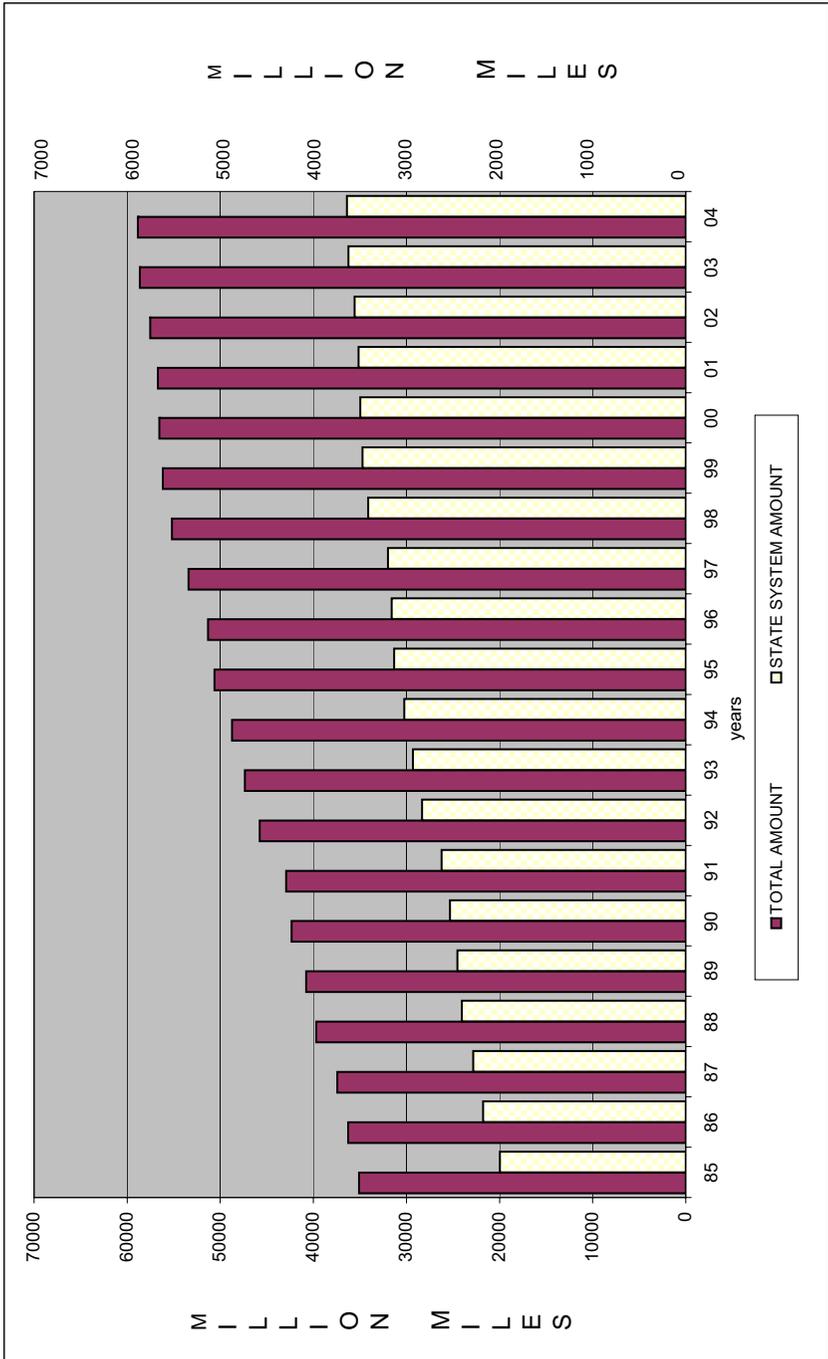
	Div 1	Div 2	Div 3	Div 4	Div 5	Div 6	Div 7	Div 8	Div 9	Other Maint.	Totals
Total Budget	\$ 34,130,059	\$ 21,907,024	\$ 26,153,637	\$ 25,583,350	\$ 19,976,836	\$ 23,657,745	\$ 28,407,040	\$ 18,910,981	\$ 25,503,097		\$ 224,223,769
Total Road Miles	1,554,149	931,000	1,133,089	1,309,081	1,322,193	1,203,324	1,450,651	1,150,912	936,193		10,990,592
Cost per Road Mile	\$ 21,961	\$ 23,524	\$ 23,082	\$ 19,543	\$ 15,109	\$ 19,660	\$ 19,582	\$ 16,431	\$ 27,241		\$ 20,401

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
 PAVED AND UNPAVED ROADS  
 AS CONSTRUCTED AND MAINTAINED BY STATE





ALABAMA DEPARTMENT OF TRANSPORTATION  
ANNUAL VEHICLE MILES TRAVELED



ALABAMA DEPARTMENT OF TRANSPORTATION  
 BUREAU OF TRANSPORTATION PLANNING  
 MILES BY FUNCTIONAL SYSTEM AS OF 12/31/04

PRINCIPLE ARTERIAL INTERSTATE	PRINCIPLE ARTERIAL OTHER	MINOR ARTERIAL	COLLECTOR	LOCAL	TOTAL	SYSTEM	PAVED		UNPAVED		TOTAL
							907 @	907	UNPAVED	TOTAL	
Built:	907 @	3,221	20,411	65,182	95,488	Interstate	907 @	0	0	907	
** Projected:	30	96	22	21	206	State Highway	9,994	0	0	9,994	
Total	937	3,317	20,435	65,203	95,694	County Roads	42,294	19,563	0	61,857	
						National and State Parks	65	989	0	1,054	
						Local City Streets	21,026	650	0	21,676	
						Subtotal	74,286	21,202	0	95,488	

**Grand Total (Built) 95,488**

STATE SYSTEM MILES BY FUNCTIONAL SYSTEM (BUILT)

PRINCIPLE ARTERIAL INTERSTATE	PRINCIPLE ARTERIAL OTHER	MINOR ARTERIAL	COLLECTOR	LOCAL	TOTAL	State System Miles	Through Lane Miles
3,907	9,318	9,481	5,181	0	27,887		

\*\* NOTE: Projected - Designated Functional System Miles (Not Constructed)

@ NOTE: The Interstate Mileage is rounded to the value of 907 miles

**STATUS OF GRANT-IN-AID TO COUNTY ROAD PROGRAM  
SINCE JANUARY 1959  
COUNTY, FA, STATE, AND  
AMENDMENT ONE/GARVEE BOND BRIDGE FUNDS  
AS OF OCTOBER 1, 2005**

	ROADWAY (MILES)			BRIDGES (NUMBER & LINEAR FEET)				
	COM- PLETE	UNDER CONST.	PLANNED*	COMPLETE		UNDER CONST.		PLANNED*
COUNTY				NO.	LIN. FT.	NO.	LIN. FT.	NO.
AUTAUGA	173.3	29.3	15.4	29.0	3423.4	3	880	0
BALDWIN	50.3	0.0	25.7	35.0	3264.6	1	102	5
BARBOUR	184.3	0.0	11.3	39.0	3211.4	1	102	3
BIBB	163.9	6.9	5.7	24.0	2296.5	0	0	2
BLOUNT	140.8	2.9	4.2	25.0	2912.0	1	274	3
BULLOCK	179.9	3.8	17.2	34.0	4036.1	1	240	1
BUTLER	96.7	22.3	14.0	53.0	5447.8	1	102	5
CALHOUN	193.6	2.1	32.1	38.0	3925.2	1	30	12
CHAMBERS	112.6	4.2	74.8	51.0	3071.6	1	24	17
CHEROKEE	222.4	16.2	18.4	7.0	611.8	6	363	3
CHILTON	226.7	0.7	16.1	44.0	5526.1	0	0	4
CHOCTAW	152.4	9.4	16.0	29.0	3867.3	4	640	5
CLARKE	168.6	11.3	2.5	36.0	4480.6	1	64	1
CLAY	189.3	18.8	2.9	13.0	870.8	2	100	7
CLEBURNE	172.0	10.0	17.9	19.0	1974.5	0	0	4
COFFEE	376.2	0.0	26.0	36.0	5220.1	0	0	0
COLBERT	249.5	5.5	12.1	34.0	2072.2	1	136	4
CONECUH	102.5	9.9	24.6	27.0	3756.0	2	200	3
COOSA	161.0	4.9	7.4	11.0	1611.4	1	280	6
COVINGTON	258.8	17.2	19.8	28.0	3509.4	2	600	5
CRENSHAW	162.1	0.0	0.0	34.0	3103.6	1	480	1
CULLMAN	278.9	15.6	0.0	22.0	2631.5	0	0	2
DALE	185.9	3.4	15.7	37.0	3892.4	0	0	0
DALLAS	128.9	7.5	2.5	24.0	3271.1	0	0	3
DEKALB	112.5	0.0	15.8	15.0	1298.8	3	268	7
ELMORE	230.2	11.0	54.6	48.0	5983.3	3	228	1
ESCAMBIA	198.7	0.0	19.7	29.0	3294.5	1	204	6
ETOWAH	108.7	17.8	13.5	16.0	1793.3	0	0	11
FAYETTE	162.1	5.0	19.6	16.0	2525.0	2	330	1
FRANKLIN	151.3	6.2	28.8	24.0	2777.8	0	0	5
GENEVA	249.5	0.0	8.1	32.0	4663.2	1	280	0
GREENE	85.2	12.0	39.0	32.0	4807.7	7	340	1
HALE	135.3	3.3	19.5	44.0	3520.2	4	446	8
HENRY	231.9	5.7	12.9	35.0	3818.3	2	94	0
HOUSTON	198.9	0.0	38.9	70.0	7165.2	1	102	11
JACKSON	100.1	10.1	11.5	16.0	980.5	1	24	6
JEFFERSON	35.5	0.0	1.7	28.0	6796.7	0	0	12
LAMAR	209.7	0.0	0.0	23.0	3886.1	2	280	3
LAUDERDALE	199.7	0.0	25.4	27.0	2412.5	0	0	10
LAWRENCE	150.6	3.0	31.5	26.0	2606.6	0	0	4
LEE	57.8	0.0	0.0	24.0	3387.2	0	0	4
LIMESTONE	246.8	0.0	18.5	47.0	3685.0	0	0	5
LOWNDES	138.8	53.6	9.5	27.0	2172.3	0	0	0

**STATUS OF GRANT-IN-AID TO COUNTY ROAD PROGRAM  
SINCE JANUARY 1959  
COUNTY, FA, STATE, AND  
AMENDMENT ONE/GARVEE BOND BRIDGE FUNDS  
AS OF OCTOBER 1, 2005**

	ROADWAY (MILES)			BRIDGES (NUMBER & LINEAR FEET)				
	COM- PLETE	UNDER CONST.	PLANNED*	COMPLETE		UNDER CONST.		PLANNED*
COUNTY				NO.	LIN. FT.	NO.	LIN. FT.	NO.
MACON	187.6	0.0	8.5	29.0	4100.7	2	440	3
MADISON	46.1	0.0	1.3	29.0	2317.8	8	1092	12
MARENGO	145.9	9.3	7.2	54.0	4809.9	3	168	4
MARION	164.6	0.0	6.5	41.0	3842.5	0	0	6
MARSHALL	136.6	0.0	0.0	25.0	1578.0	1	300	4
MOBILE	112.3	17.8	21.5	18.0	1971.2	4	634	4
MONROE	155.8	2.3	5.3	8.0	889.6	2	360	2
MONTGOMERY	270.6	0.0	11.6	26.0	3896.9	0	0	0
MORGAN	130.2	0.0	5.7	45.0	4442.5	4	694	4
PERRY	138.6	10.1	10.0	19.0	2136.0	7	888	6
PICKENS	123.6	10.2	10.5	39.0	5810.0	2	128	10
PIKE	224.0	3.4	1.9	45.0	3727.3	0	0	9
RANDOLPH	201.4	0.0	37.4	12.0	3558.5	2	600	18
RUSSELL	126.7	7.0	14.5	40.0	2996.9	3	92	3
ST. CLAIR	131.2	11.2	3.3	13.0	1338.4	0	0	1
SHELBY	126.3	0.0	0.0	25.0	2426.4	3	208	3
SUMTER	234.6	9.6	33.9	26.0	2459.0	12	462	3
TALLADEGA	136.9	0.0	12.4	33.0	3519.6	1	240	3
TALLAPOOSA	173.0	17.4	17.1	36.0	4095.6	0	0	8
TUSCALOOSA	257.9	0.0	11.4	42.0	4186.4	5	743	11
WALKER	91.0	5.3	5.4	16.0	3840.7	1	240	1
WASHINGTON	116.9	0.0	15.2	34.0	4062.6	5	1575	4
WILCOX	111.8	10.6	5.9	27.0	2229.3	2	440	13
WINSTON	111.4	0.0	42.9	21.0	1992.2	1	20	11
<b>TOTALS</b>	<b>10989</b>	<b>444</b>	<b>1040</b>	<b>2011</b>	<b>221790</b>	<b>125</b>	<b>16537</b>	<b>334</b>

**STATE OF ALABAMA OF DEPARTMENT OF TRANSPORTATION  
FISCAL YEAR 2005**

**Purchases of Equipment (Summary)**

State Plane (SP) .....	\$ 0.00
Automobiles (SA).....	525,091.16
Trucks (ST).....	15,700,643.78
Heavy Equipment (SE).....	9,521,867.29
State General (SG).....	7,622,631.32
S.H.D. Equipment.....	6,257,255.62
Government Surplus (GS).....	<u>0.00</u>
TOTAL.....	\$ 39,627,489.17

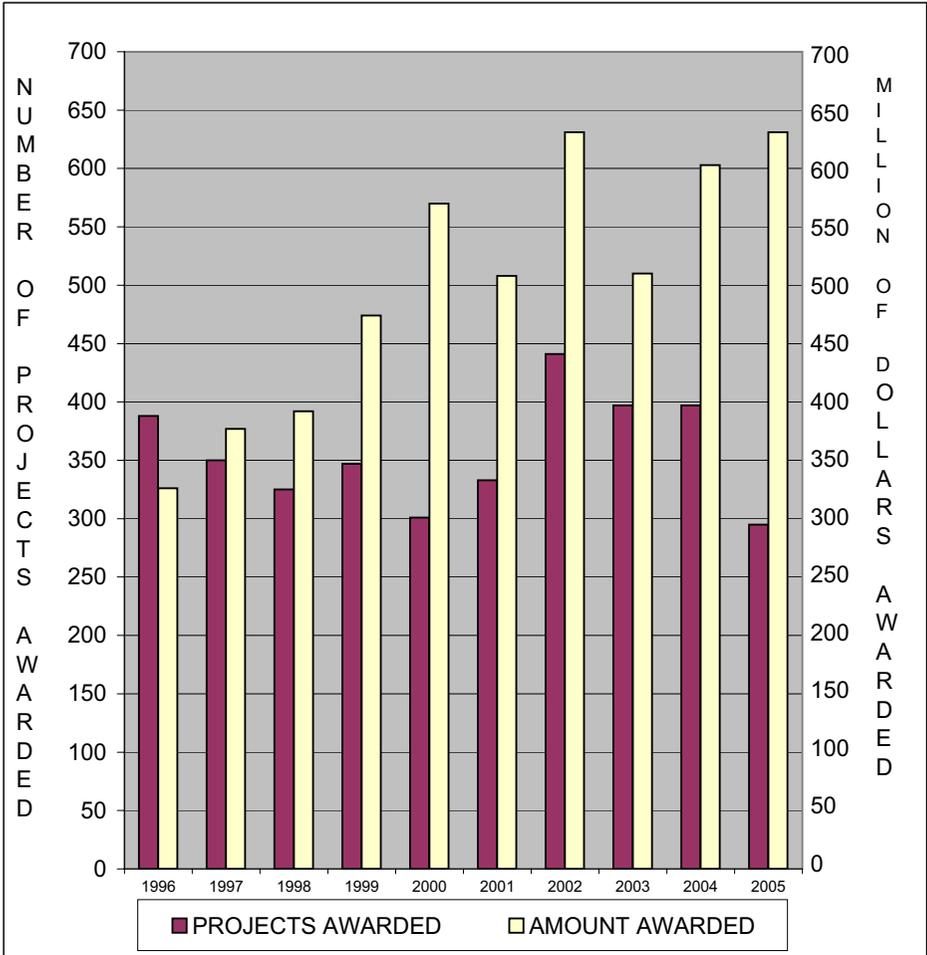
**Sales of Equipment (Summary)**

State Plane (SP) .....	\$ 0.00
Automobiles (SA).....	310,350.00
Trucks (ST).....	2,862,444.71
Heavy Equipment (SE).....	2,631,981.21
State General (SG, HD & CH) Equipment.....	<u>463,593.67</u>
TOTAL GROSS PROCEEDS.....	\$ 6,268,369.59

**Recapitulation**

Total Purchases.....	\$ 39,627,489.17
Total Sales.....	6,268,369.59
Purchases Over Sales.....	33,359,119.58
Sales of Used Tires, Tubes, Batteries, Scrap Metals & Miscellaneous Small Equipment.....	\$ 96,253.76

NUMBER OF PROJECTS AND AMOUNT AWARDED  
FOR TEN-YEAR PERIOD



1

**STATE OF ALABAMA AMENDMENT ONE/GARVEE BOND  
COUNTY BRIDGE REPLACEMENT PROGRAM  
SINCE NOVEMBER 7, 2000, AS OF OCTOBER 1, 2005**

COUNTY	BRIDGE STRUCTURES (NUMBER & LINEAR FEET)				
	COMPLETE		UNDER CONSTRUCTION		PLANNED*
	NO.	LIN. FT.	NO.	LIN. FT.	NO.
AUTAUGA	2	395	3	880	0
BALDWIN	11	978	1	102	1
BARBOUR	14	1520	1	102	3
BIBB	3	347	0	0	2
BLOUNT	4	0	1	274	3
BULLOCK	6	0	1	240	1
BUTLER	10	930	1	102	6
CALHOUN	9	754	0	0	6
CHAMBERS	20	806	1	24	14
CHEROKEE	1	240	6	363	3
CHILTON	7	1033	0	0	4
CHOCTAW	4	682	4	640	7
CLARKE	4	1084	1	64	2
CLAY	9	438	2	100	6
CLEBURNE	9	920	0	0	1
COFFEE	2	408	0	0	0
COLBERT	5	504	1	136	4
CONECUH	7	1240	2	200	3
COOSA	1	20	1	280	6
COVINGTON	10	828	2	600	5
CRENSHAW	5	1172	1	480	1
CULLMAN	11	624	0	0	2
DALE	7	994	0	0	0
DALLAS	6	883	0	0	3
DEKALB	5	452	3	268	7
ELMORE	0	0	0	0	0
ESCAMBIA	10	1262	1	204	6
ETOWAH	6	596	0	0	11
FAYETTE	10	556	2	330	1
FRANKLIN	9	913	0	0	5
GENEVA	6	1114	1	280	0
GREENE	10	910	7	340	1
HALE	2	520	4	446	8
HENRY	4	646	2	94	0
HOUSTON	11	1638	1	102	3
JACKSON	3	388	1	24	5
JEFFERSON	7	952	0	0	12
LAMAR	5	874	2	280	3
LAUDERDALE	7	659	0	0	7

\*RESOLUTION APPROVED

2

**STATE OF ALABAMA AMENDMENT ONE/GARVEE BOND  
COUNTY BRIDGE REPLACEMENT PROGRAM  
SINCE NOVEMBER 7, 2000, AS OF OCTOBER 1, 2005**

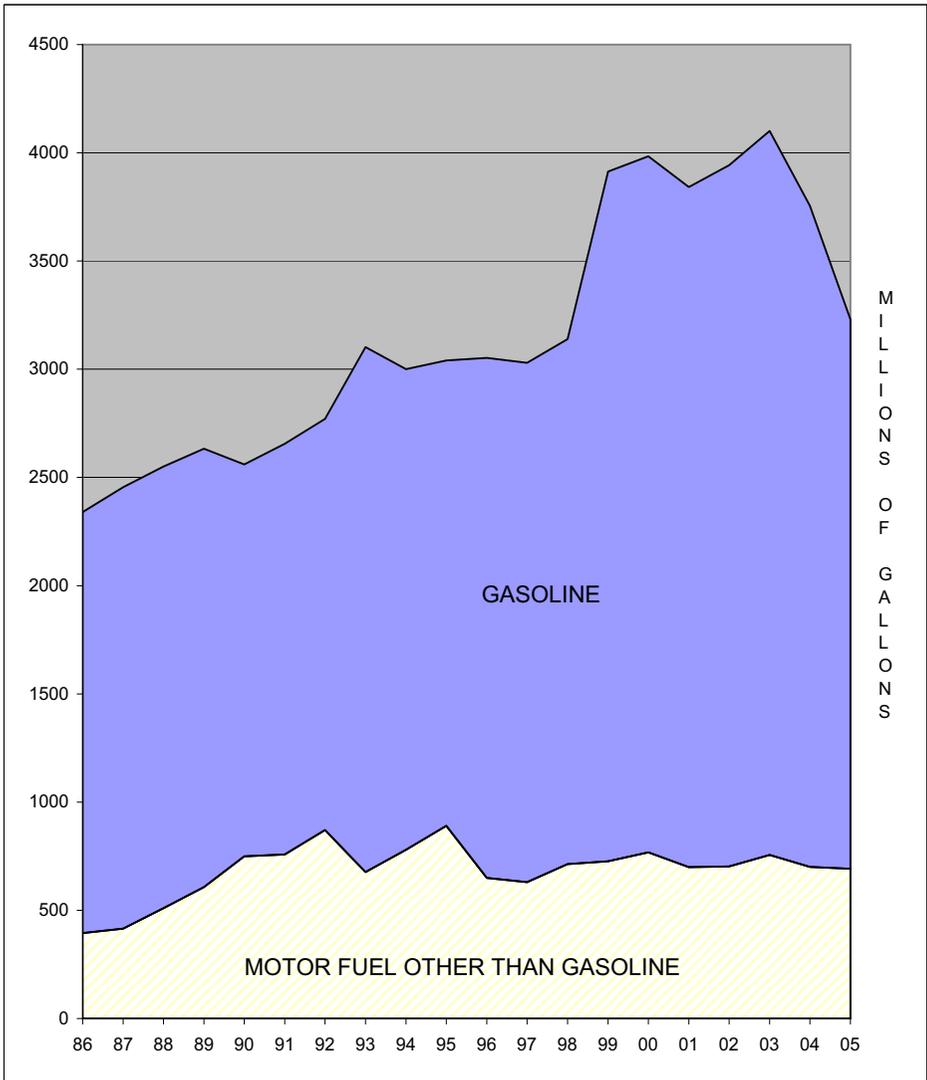
COUNTY	BRIDGE STRUCTURES (NUMBER & LINEAR FEET)				
	COMPLETE		UNDER CONSTRUCTION		PLANNED*
	NO.	LIN. FT.	NO.	LIN. FT.	NO.
LAWRENCE	12	739	0	0	3
LEE	4	595	0	0	2
LIMESTONE	13	1037	0	0	5
LOWNDES	4	426	0	0	0
MACON	7	714	2	440	3
MADISON	4	120	7	1028	10
MARENGO	10	1160	3	168	0
MARION	7	1040	0	0	6
MARSHALL	5	455	1	300	4
MOBILE	1	160	4	634	4
MONROE	3	656	2	360	2
MONTGOMERY	0	0	0	0	0
MORGAN	7	436	2	484	4
PERRY	2	200	7	888	7
PICKENS	11	692	2	128	10
PIKE	18	1590	0	0	9
RANDOLPH	1	56	2	600	18
RUSSELL	10	724	3	92	3
ST. CLAIR	5	530	0	0	1
SHELBY	5	193	2	48	1
SUMTER	1	56	12	462	0
TALLADEGA	2	675	1	240	3
TALLAPOOSA	8	739	0	0	8
TUSCALOOSA	6	901	4	539	6
WALKER	2	490	1	240	1
WASHINGTON	6	1408	4	1320	7
WILCOX	1	220	2	440	13
WINSTON	10	574	1	20	10
<b>TOTALS</b>	<b>427</b>	<b>44,866.0</b>	<b>115</b>	<b>15,386.0</b>	<b>292</b>

\*RESOLUTION APPROVED

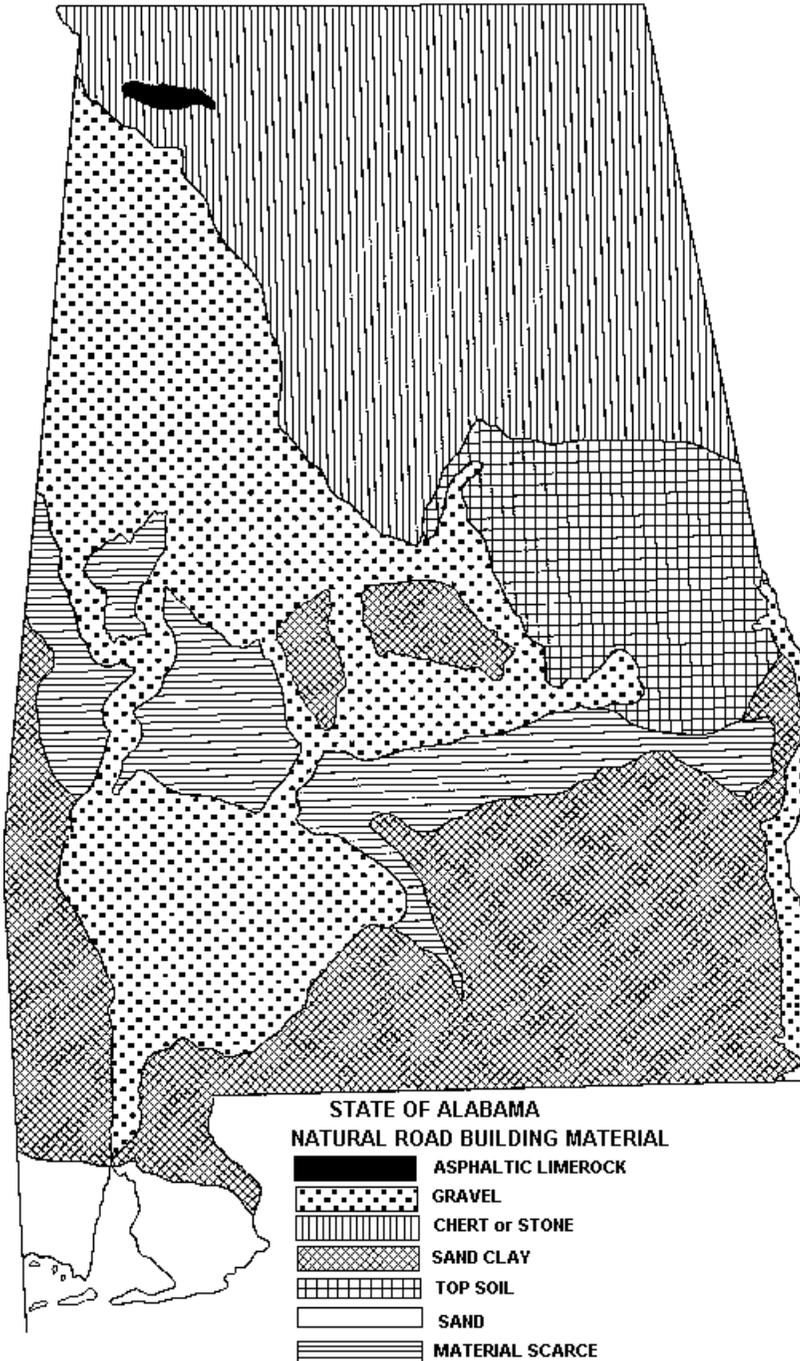
STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
SUMMARY of Bridge Projects Let to Contract from October 1, 2004, to September 30, 2005

	No. of Projects		No. of Bridges		Length (feet)	Length (meters)	Square Feet	Square Meters	Contract Cost	Contract Cost	Sq. Ft. Cost	Sq. Meter Cost
	Eng.	Met.	Eng.	Met.								
Bridge Replacement - English	7		10		6,745		301,649		\$26,238,482.00		\$86.98	
Bridge Replacement - Metric		1		2		174		2,480	\$2,059,792.00			\$830.56
National Hwy. System - English	2		9		5,401		237,436		\$24,003,468.00		\$101.09	
Appalachian Develop. - English	2		8		2,593		128,907		\$6,846,721.00		\$53.11	
Interstate Maintenance - English	2		2		574		29,700		\$3,398,012.00		\$114.41	
Special Congressional Funding - English	1		4		1,838		72,296		\$4,105,974.00		\$56.79	
Emergency Relief - English	1		1		413		27,568		\$4,070,550.00		\$147.65	
TOTAL - English	15		34		17,564.00		797,556.00		\$68,663,207.00			
TOTAL - Metric		1		2		174		2480	\$2,059,792.00			
GRAND TOTAL		16		36					Total Bridge Cost			
									\$70,722,999.00			

STATE OF ALABAMA  
TOTAL GALLONS FUEL TAXED



Note: Effective October 1, 1992,  
Gasoline includes Gasahol reflecting  
a change in the motor fuel tax law.



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**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 in the amount of \$10,018.42.

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

2003* .....	\$167,797.85
2004* .....	\$247,725.47
2005* .....	\$185,291.91

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

2003....244 Charge Sheets Totaling.....	\$11,444.45
2004....246 Charge Sheets Totaling.....	\$10,217.4
2005....248 Charge Sheets Totaling.....	\$10,018.42

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

**DESCRIPTION OF THE ALABAMA STATE HIGHWAY SYSTEM  
AS AMENDED**

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 East 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 in Phenix City.
9. (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 No.—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, Coffeetown, 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, Auburn, and Opelika to end at the junction with Alabama 15 (US 29) in Opelika.
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, Tusculmbia, 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 Hatchchubbee 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 No.—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 No.—not used.*
32. From the Mississippi Line west of Cochrane easterly to end at the junction with Alabama 17 south of Cochrane.
33. From a junction with Alabama 74 (US 278) in Double Springs northeasterly via Wren and Moulton to end at the junction with Alabama 20 (US 72 Alt) east of Courtland.
34. From a junction with Alabama 53 (US 231) at Cropwell southeasterly to end at the junction with Alabama 77 north of Talladega.
35. (US 11 part) From a junction with Alabama 9 northeast of Cedar Bluff via Gaylesville, Fort Payne, Rainsville, and Scottsboro to end at the junction with Alabama 2 (US 72) west of Woodville.
36. From a junction with Alabama 33 in Wren via Danville and Hartselle to end at the junction with Alabama 53 (US 231) at Laceys Spring.
37. From a junction with Alabama 12 and 134 (US 84) in Daleville northerly to end at the Tank Hill Gate 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 Henegar 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 No.—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 No.—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, Robertsedale, Loxley, Stapleton, Bay Minette, and Stockton to end at the junction with Alabama 21 in Uriah.

60. From a junction with Alabama 14 at Wedgeworth northeasterly to end at the junction with Alabama 69 near Havana.
61. From a junction with Alabama 8 (US 80) in Uniontown via Newbern to end at the junction with Alabama 14 in Greensboro.
62. From a junction with Alabama 227 at Meltonsville westerly to end at the north entrance to an industrial facility.
63. From a junction with Alabama 14 at Claud via Eclectic, Alexander City, and Hackneyville to end at the junction with Alabama 9 south of Millerville.
64. From a junction with Alabama 13 (US 43) south of Green Hill via Lexington to end at the junction with Alabama 207 north of Anderson.
65. From a junction with Alabama 2 (US 72) north of Paint Rock via Garth, Trenton, Hollytree, Princeton, 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 Coffeeville, 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 No.—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 No.—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 No.—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 No.—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 31part) 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 No.—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 an unknown Lawrence county road 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. 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 9, Alabama 21, and Alabama 53 (US 231) in Wetumpka via Holtville to end at the junction with Alabama 143 north of Deatsville.
112. From a junction with Alabama 3 (US 31) near the east city limits of Bay Minette southeasterly via Gateswood to end at the Florida Line at the Perdido River.
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 Pochontas southeasterly via Townley to end at the junction with Alabama 69 at McCollum.
125. From a junction with Alabama 203 in Elba northeasterly via Arcus, Victoria, and Tarentum to end at the junction with Alabama 53 (US 231) south of Brundidge.
126. 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 Taits 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 Tuscombua 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 Coffeetown easterly via McEntyre and Chilton to end at the junction with Alabama 13 (US 43) in Thomasville.
155. From a junction with Alabama 3 (US 31) north of Jemison northwesterly via Wessington to end at the junction with Alabama 119 in Montevallo.

156. From a junction with Alabama 17 at Jachin easterly via Robjohn to end at the junction with Alabama 114 south of Pennington.
157. (US 72 Alt part, US 72 part, US 43 part) From a junction with Alabama 74 (US 278) east of Cullman northwesterly via Cullman, Moulton, 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 Twinsprings, Jernigan, Loflin, and Fort Mitchell to end at the junction with Alabama 1 (US 431) in Phenix City.
166. From a junction with Alabama 141 at Danleys Crossroads easterly to end at the junction with Alabama 12 (US 84) in Elba.
167. (US 84 part) From the Florida Line southeast of Hartford northwesterly via Hartford, Highbluff, Enterprise, and Folsom Bridge to end at the junction with Alabama 87 south of Spring Hill.
168. From a junction with Alabama 75 in Douglas easterly via Boaz and Kilpatrick to end at the junction with Alabama 68 west of Crossville.
169. 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 Nitrate City to end at the junction with Alabama 101 north of Town Creek.
185. From a junction with Alabama 3 (US 31) south of Greenville northerly via Greenville and Fort Deposit to end at the junction with Alabama 3 (US 31) south of Sandy Ridge.
186. From a junction with 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.
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 Dauphin Island south of the Dauphin Island Bridge (just north of Desoto Avenue) 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.
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 Alabama 111 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.
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 82 part) From a junction with Alabama 22 southwest of Selma northerly via Harper Chapel, Perryville, and Centerville to end at the junction with Alabama 5 north of Centerville.
221. From a junction with Alabama 41 southwest of Camden northerly to end at the junction with Alabama 28 northwest of Camden.
- 222.
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.
225. From a junction with Alabama 3 (US 31) near Spanish Fort northerly to end at the junction with Alabama 59 at Stockton.
- 226.
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.
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.
231. *US Route No.—not used.*

- 232.
- 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.
- 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.
- 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.
- 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.
- 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.
- 243. From a junction with Alabama 195 near Rabbit Town via Pebble to end at the junction with Alabama 24 in Russellville.
- 244.
- 245. From a junction with Alabama 10 in Greenville northwesterly to end at the junction with Alabama 185 in Greenville.
- 246.
- 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 Tuscumbia 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.
- 251. From a junction with Alabama 3 (US 31) in Athens northerly to end at the junction with Alabama 53 in Ardmore.
- 252.
- 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.
- 255. From Redstone Arsenal Gate 9, approximately 660 meters south of FAI 565 northerly to end at the junction with Alabama 53 in Huntsville.
- 256.
- 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.
- 259. From a junction with Alabama 9 in Equality northeasterly to end at the junction with Alabama 22 in Alexander City.
- 260.
- 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.

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263. From a junction with Alabama 185 northwest of Greenville northwesterly to end at the junction with Alabama 21 near Braggs.
  - 264.
  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.
  267. From a junction with Alabama 147 in Auburn northerly to end at another junction with Alabama 147 near the northwest city limits of Auburn.
  - 268.
  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.
  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.
  273. From a junction with Alabama 68 near Leesburg northeasterly to end at the junction with Alabama 35 near Blanche.
  - 274.
  275. From a junction with Alabama 21 in Talladega northerly to end at the junction with Alabama 77 in Talladega.
  - 276.
  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 No.—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.
  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.
  285. From Lakepoint Resort State Park northerly to end at the junction with Alabama 165 in Eufaula.
  - 286.
  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.
  289. From a junction with Alabama 5 and Alabama 183 in Marion northerly to end at the junction with Alabama 14 in Marion.
  - 290.
  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.

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 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(Under Construction), 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.
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.

<b><u>Term</u></b>	<b><u>Governor</u></b>	<b><u>Highway Commission Chairman</u></b>
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
<b><u>Term</u></b>	<b><u>Governor</u></b>	<b><u>Highway Director</u></b>
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)
<b><u>Term</u></b>	<b><u>Governor</u></b>	<b><u>Transportation Director</u></b>
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)