

Alabama Transportation Rehabilitation and Improvement Program (ATRIP)

Frequently Asked Questions

What is ATRIP? ATRIP is an ALDOT administered federal aid highway program that funds up to 80% of the construction of important roadway projects.

What is the source of the remaining 20% funding match? Local sponsors of eligible projects are expected to provide at least 20% of the project construction cost. Higher match percentages may be proposed at the local sponsor's option. Local sponsors can be counties and cities working in concert or independently. Local public/private partnerships can sponsor projects and provide the funding match.

What projects are eligible? Any roadway or bridge construction or maintenance project that is otherwise eligible for federal assistance is eligible under the ATRIP program.

Must a project be on a certain Functional Classification of roadway? Except for bridges, yes. Maintenance, safety, and capacity improvement projects must be on a roadway that is classified as a Minor Collector (although the ability to fund "minor" collector work is very limited) or greater to be eligible for ATRIP funds. The exception to this rule is that a bridge replacement project can be on any public roadway regardless of functional classification. In order to be eligible for bridge replacement funding a bridge must have a Sufficiency Rating of less than 50 and be determined to be either Structurally Deficient and/or Functionally Obsolete.

How do I know the Functional Classification of a roadway? The Alabama Department of Transportation certifies the Functional Classification of all public roads in Alabama with the concurrence of the Federal Highway Administration. Maps depicting the certified Functional Classification of roadways by County and by Metropolitan Area are available at ALDOT Division offices and at the following website:

<http://cpmsweb2.dot.state.al.us/TransPlan/SpecialStudies/HFC/HFC.aspx>

Who is responsible for environmental permitting, engineering and design costs?

The local sponsor is responsible for all surveying, design, environmental analysis, and right-of-way acquisition costs.

Who is responsible for construction engineering and inspection? Funding for CE&I may be considered a project construction cost and may be funded through the ATRIP Program.

Are there any administrative or indirect costs expected to be borne by the local sponsor? At the Governor's direction, ALDOT will bear all indirect and administrative overhead costs necessary to administer the program at ALDOT.

Are projects previously approved for funding through the existing County Aid Program eligible for ATRIP funding? Yes. If previously initiated projects are scheduled for letting in FY 2013 or later they may be eligible for ATRIP funding to advance the construction schedule.

How does ATRIP affect the regular County Aid Program? ATRIP is intended to augment, not supplant or delay, the regular County Aid Program. Existing County Aid projects will remain in that program unless the local sponsor applies and is selected for ATRIP funding that will result in an earlier project delivery

Who will select projects for funding? Applications will be accepted, reviewed, and analyzed by ALDOT. The eligible projects will then be presented to a committee appointed by the Governor and it, in conjunction with the Governor, will make final project funding decisions.

Should I initiate ALDOT project activity? If you believe that your project is eligible you may initiate project activity through your ALDOT Division County Transportation Engineer and the County Transportation Bureau. This will allow them to begin to setup project files and assign project tracking numbers as their workloads permit. Please remember that project initiation activity will not ensure project funding selection.

Can a local sponsor apply for more than one project? Yes. Local sponsors are encouraged to apply for ATRIP funding on as many eligible projects as they are capable and willing to furnish the funding match.

Is there any project scope or size that is more suited for ATRIP funding? No. This program is specifically geared to allow the local sponsor to determine which eligible projects are most important in that community.

Can I use In-Kind services to count as the local match? Yes, if done consistent with Federal Aid guidelines. Approval of the use of in-kind services as a part of the local funding match is considered by FHWA on a project by project basis which may delay project implementation.

Can the local sponsor let the project? No, all projects will be let by ALDOT.

If a local sponsor has designed a set of plans with the prior intent to let locally is that project eligible for ATRIP funding? Yes, as long as the project is federal aid eligible and the design comports to federal aid and ALDOT design standards.

Can the local sponsor select an engineering firm? Yes, since the local sponsor is funding all preliminary engineering costs it may select an engineering firm of its own choosing; however, all ATRIP projects will be let by ALDOT and must be designed to ALDOT standards. Therefore, we encourage local sponsors to consider selecting an engineering firm with ALDOT experience who is on the ALDOT list of approved engineers.