

**STATE OF ALABAMA**  
**FISCAL YEAR 2006**  
**HIGHWAY SAFETY PLAN**

Prepared for

THE US DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
and  
FEDERAL HIGHWAY ADMINISTRATION

by the

STATE OF ALABAMA  
Bob Riley, Governor

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**STATE CERTIFICATIONS AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
  
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
  
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
  
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
  
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
  
- Highway Safety Grant Funding Policy for Field-Administered Grants

**Certifications and Assurances**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use,

management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the ba-

sis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --

- 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
- 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

## **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.



## **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*,

*proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

### **ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year \_\_\_\_\_ highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

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**Governor's Representative for Highway Safety**

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**Date**

**U.S. Department of Transportation National Highway Traffic Safety Administration  
Highway Safety Plan Transaction**

**2006-HSP-1  
For Approval**

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Share to Local	
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	1	Plan	PA-2006-00-00-00	Planning and Administration		\$120,000.00	\$0.00	
	<b>Planning and Administration Total</b>					<b>\$120,000.00</b>	<b>\$120,000.00</b>	<b>\$0.00</b>
<b>Alcohol</b>								
	7	Plan	AL-2006-00-00-00	Care Research & Development Laboratory		\$99,131.00	\$0.00	
	<b>Alcohol Total</b>					<b>\$99,131.00</b>	<b>\$197,949.89</b>	<b>\$0.00</b>
<b>Police Traffic Services</b>								
	3	Plan	PT-2006-00-00-00	Police Traffic Services		\$0.00	\$1,000,000.00	
	<b>Police Traffic Services Total</b>					<b>\$0.00</b>	<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>
<b>Community Traffic Safety Project</b>								
	2	Plan	CP-2006-00-00-00	Community Traffic Safety Prog Offices		\$789,646.47	\$1,015,581.47	
	<b>Community Traffic Safety Project Total</b>					<b>\$789,646.47</b>	<b>\$1,015,581.47</b>	<b>\$1,015,581.47</b>
	<b>NHTSA 402 Total</b>					<b>\$1,008,777.47</b>	<b>\$2,333,531.36</b>	<b>\$2,015,581.47</b>
<b>405 Occupant Protection</b>								
	4	Plan	J2-2006-00-00-00	Section 405 Occupant Protection		\$0.00	\$352,297.00	
	<b>405 Occupant Protection Total</b>					<b>\$0.00</b>	<b>\$352,297.00</b>	<b>\$0.00</b>
<b>157 Incentive Funds</b>								
	6	Plan	157OP-2006-00-00-00	National You Drink You Drive You Lose		\$0.00	\$100,000.00	
	<b>157 Occupant Protection Total</b>					<b>\$0.00</b>	<b>\$100,000.00</b>	<b>\$0.00</b>
<b>157 Paid Advertising</b>								
	8	Plan	157PM-2006-00-00-00	Nat'l You Drink You Drive You Lose		\$0.00	\$400,000.00	
	<b>157 Paid Advertising Total</b>					<b>\$0.00</b>	<b>\$400,000.00</b>	<b>\$400,000.00</b>
	<b>157 Incentive Funds Total</b>					<b>\$0.00</b>	<b>\$500,000.00</b>	<b>\$400,000.00</b>
<b>157 Innovative Funds 2005</b>								
	5	Plan	IN5-2006-00-00-00	Click It or Ticket		\$0.00	\$320,000.00	
	<b>157 Incentive FY 2005 Total</b>					<b>\$0.00</b>	<b>\$320,000.00</b>	<b>\$0.00</b>

## Highway Safety Plan Transaction (CONTINUED)

2006-HSP-1

For Approval

**157 Innovative Paid Media FY 2005**

	9	Plan	IPM5-2006-00-00-00	Click It or Ticket Paid Media	\$0.00	\$705,000.00	\$0.00
<b>157 Innovative Paid Media FY 2005 Total</b>					<b>\$0.00</b>	<b>\$705,000.00</b>	<b>\$0.00</b>
<b>157 Innovative Funds 2005 Total</b>					<b>\$0.00</b>	<b>\$1,025,000.00</b>	<b>\$0.00</b>
<b>NHTSA Total</b>					<b>\$1,008,777.47</b>	<b>\$4,210,828.36</b>	<b>\$2,415,581.47</b>
<b>Total</b>					<b>\$1,008,777.47</b>	<b>\$4,210,828.36</b>	<b>\$2,415,581.47</b>

## **PROCEDURE FOR PROBLEM IDENTIFICATION**

Alabama Department of Economic and Community Affairs (ADECA) TSD has a contract with the University of Alabama for the purpose of continually improving and streamlining the problem identification process. Among other innovations, this has resulted in the creation of the Critical Analysis Reporting Environment (CARE) system, which won the National Highway and Traffic Safety Association (NHTSA) Administrator's Award for innovation in traffic records processing for 1995. However, CARE is still being continuously improved to produce greater information benefits to the state.

For the Fiscal Year 2006 HSP, the CARE program was used to determine the location of problem areas across the state for SHARP crashes. The decision was made to focus completely on SHARP crashes (crashes involving speed, alcohol use or the lack of restraint usage) for the coming year due to the dangerous nature of these crashes and the possibility that the behavior of drivers involved in these crashes can be changed. A total of 976 SHARP crash locations across the state were identified as areas that deserved attention and focus in the coming year. A more detailed explanation of what makes up a SHARP crash and the process used in determining SHARP crash locations is given in Part I. Additional discussion is also included in Part IV of the HSP.

Once the SHARP crashes were defined and the locations were found using CARE, the CTSPs from across the state were given information on the SHARP crash locations for the state as a whole and for their region. A copy of the statewide report that was developed using CARE and integrated GIS mapping programs is given in Part IV of the HSP.

Armed with the reports and maps developed for each region, the CTSPs were left to develop a plan for their region that focused on the SHARP crashes. More detailed information on the goals and strategies for the state is included in Part III of the HSP. The goals set on a regional basis will be in line with the goals and strategies laid out in this section.



## PROBLEM IDENTIFICATION

### PART I -- INTRODUCTION

The Alabama Highway Safety Plan for the 2006 Fiscal year reflects a change in format and focus. This change is reflected in the 2006 HSP and will be used in future plans as well. This change was motivated by a lack of focused funding on the biggest problem areas in past years. While problem areas within each region of the state were defined, they were not always the major areas of concentration in the plan and funding did not reflect a focus on these problem areas.

For 2006, an effort was made to identify the major problem areas for fatalities and crashes within the state of Alabama. Identification of these problem areas was aided by Table 1, seen below. The categories given in Table 1 were identified by the Safety Management Action Resources Taskforce (SMART), a task force formed in 2001 to enhance communication among the various agencies involved with traffic safety. The group was based on a cooperative agreement signed by the heads of the Alabama Department of Economic and Community Affairs (ADECA), the Alabama Department of Transportation (ALDOT), and the Alabama Department of Public Safety (ADPS). While participation in SMART by other agencies is voluntary, it represents the broad spectrum of the traffic safety community.

**Table 1. Summary of Crash Severity by Crash Type – CY 2004 Alabama Data**

Crash Type (Causal Driver)	Fatal Number	Fatal %	Injury Number	Injury %	PDO No.	PDO %	Total
1. Restraint Not Used*	519	3.58%	5,639	38.94%	8,325	57.48%	14,483
2. Speeding	317	4.18%	3,325	43.85%	3,941	51.97%	7,583
3. Alcohol/Drug	228	3.00%	2,873	37.83%	4,493	59.17%	7,594
4. Obstacle Removal	187	2.32%	3,006	37.29%	4,869	60.39%	8,062
5. Youth -- Age 16-20	179	0.63%	6,815	23.90%	21,522	75.47%	28,516
6. License Status Deficiency	110	1.82%	1,907	31.59%	4,019	66.58%	6,036
7. Mature -- Age > 64	106	0.85%	2,811	22.52%	9,567	76.63%	12,484
8. Ped., Bicycle, School bus	91	6.51%	841	60.16%	466	33.33%	1,398
9. Pedestrian	82	11.75%	559	80.09%	57	8.17%	698
10. Motorcycle	73	4.76%	987	64.38%	473	30.85%	1,533
11. Fail to Conform to S/Y Sign	68	0.78%	2,487	28.40%	6,202	70.82%	8,757
12. Non-pickup Truck Involved	41	0.64%	1,163	18.04%	5,243	81.32%	6,447
13. Fail To Conform to Signal	36	0.37%	2,999	30.71%	6,731	68.92%	9,766
14. Utility Pole	33	1.35%	914	37.47%	1,492	61.17%	2,439
15. Roadway Defects – All	25	0.64%	951	24.39%	2,923	74.97%	3,899
16. Construction zone	24	0.69%	725	20.99%	2,705	78.31%	3,454
17. Vehicle Defects – All	16	0.57%	635	22.75%	2,140	76.68%	2,791
18. Vision Obscured – Env.	16	0.95%	455	27.05%	1,211	72.00%	1,682
19. Child Not Restrained*	16	1.06%	847	55.91%	652	43.04%	1,515

20. Railroad Trains	8	8.42%	34	35.79%	53	55.79%	95
21. Bicycle	6	2.03%	219	74.24%	70	23.73%	295
22. School Bus	3	0.74%	63	15.56%	339	83.70%	405

\* The numbers for "Restraint Not Used" and "Child Not Restrained" are the total number of individuals killed, injured, or uninjured. This is slightly different than the other categories within this table. For all other categories the number of *crashes* is given but for the two categories marked, the total number of *individuals* is given.

The major goal of SMART is to bring about a more effective statewide allocation of traffic safety resources, including funding and equipment, but most importantly, personnel. A simple, intuitive tool was sought to bring into focus the true issues involved in making traffic safety improvements. To this end, Table 1 was developed in an attempt to bring together and initiate a process of prioritization for all of the key traffic safety categories. All SMART participants were encouraged to add any categories that they felt were appropriate.

Table 1 is ordered by the number of fatal crashes within each of the respective categories that occurred from January 1, 2004 through December 31, 2004, which we will call our Calendar Year (CY). Within the Performance Goals and Strategies section all past statistics have been updated to reflect the CY. Unless otherwise noted, all crash statistics within this document are for this time period. These categories given in Table 1 are not mutually exclusive (e.g., you could have an alcohol crash that also involved speeding). However, they still tend to demonstrate the relative criticality of that particular category. All other things being equal, to reduce fatalities, we need to start at the top of the list.

Keeping in mind that the biggest problems in the state fell at the top of the list, a new type of crash description was developed for Alabama. SHARP (Speed Hazards, Alcohol and Restraint Program) crashes were defined as crashes that fell into any of the three categories of alcohol related, speed related or lack of restraint usage. These crashes became the focus for the 2006 HSP and the focus for all traffic safety efforts funded by the ADECA LETS division in the coming year. By focusing on these three categories of crashes, the top problem locations in Alabama are being examined and targeted for efforts in 2006.

Once an area of focus had been defined with the SHARP crashes, steps were taken to locate particular problem areas across the state. A total of 976 hotspots or problem SHARP locations were defined and are discussed in more detail in Part IV of the plan. The plans for each of the regional coordinators for the coming year will focus solely on these areas, as funding will be restricted to the SHARP locations defined for each region.

A note regarding the alcohol related crashes: Consultation with the FARS representative within Alabama and other experts has determined that current alcohol crashes within Alabama are underreported by about 50%. In past years the alcohol numbers were doubled in order to make them more realistic. However, for consistency, it was decided not to adjust the figures this year. Thus, here and elsewhere in this document, all alcohol figures reflect actual counts in the data,

which is adequate for goal setting and other uses since the proportion reported remains consistent from year to year. However, readers should recognize that these are extremely conservative estimates of the actual alcohol/drug problem.

The crash frequency within each severity classification is given in the table. The percentage is for that classification only, and thus it represents a relative severity that can be used to compare the classifications. For example, it might be noticed that the severity of pedestrian, motorcycle and railroad crashes are quite high, as is true for those crashes in which the driver was not properly restrained.

This document will continue by presenting the Vision, Ideals and Mission, which gives an overview of the ADECA strategic planning efforts. Part III presents the goals and strategies to address SHARP crashes. Finally, Part IV gives the statewide analyses of SHARP crashes and an example of the regional analyses that enable the various area coordinators to focus on the countermeasures that will have the most impact on their area of the state.

Alabama's fatality counts and fatality rates (per 100 million vehicle miles traveled) for the last 18 years are given below.

<u>Year</u>	<u>Rate</u>	<u>Fatalities</u>	<u>Miles Driven ( 100 MVMT)</u>
1987	2.98	1116	374.37
1988	2.58	1023	396.84
1989	2.52	1028	407.65
1990	2.64	1118	423.47
1991	2.59	1110	429.24
1992	2.26	1033	457.62
1993	2.20	1040	472.03
1994	2.21	1081	489.56
1995	2.20	1113	506.28
1996	2.22	1142	514.33
1997	2.23	1190	534.58
1998	1.94	1071	552.05
1999	2.03	1148	564.13
2000	1.74	986	565.71
2001	1.76	998	567.08
2002	1.80	1038	575.32
2003	1.71	1001	586.33
2004	1.96	1154	588.62

Alabama can be proud that we have cut our crash rate by about 34% over the past 17 years. If we were still operating with the 1987 rate, the number of fatalities in 2004 would have been around 1,754. The reduction in rates over the past few years is extremely promising, reflecting major efforts in publicizing and enforcing the primary safety belt law, and the many other efforts along the broad range of traffic safety activities. We will not be satisfied, however, with even one death on the roadway, and we will continue to put forth a concerted effort to assure that traffic safety resources are utilized to their maximum capabilities.

Unfortunately 2004 saw an increase in both the number of fatalities in the state as well as the rate of fatalities. No single cause has been identified as the reason for this increase but it is important to be aware of this increase and make every effort to bring the number back down in the coming year.

By changing the focus for FY 2006 to fund only efforts related to SHARP crashes, it is hoped that the dollars used to fund efforts focusing on these areas will have a greater impact and reduce the number of fatalities seen in 2004. Because the SHARP crashes look at the three biggest problem areas in the state in terms of traffic safety, focusing on these crashes should give the biggest “bang for the buck” for the state of Alabama.

## PART II – VISION, IDEALS, MISSION

### VISION:

**To create the safest surface transportation system in the Southeast by means of a cooperative effort that involves all organizations and individuals within the state who have traffic safety interests.**

This vision is measurable in terms of crash, injury and fatality rates (per million/billion vehicle mile). In order to perform an accurate evaluation of the metric, Alabama will be compared to the other states in the southeast region.

### IDEALS:

Coordination and cooperation to accomplish these goals require that the following ideals be accepted as guiding principles in this endeavor:

- *Saving Lives.* Preserve the lives of all users of the Alabama surface transportation system by minimizing the frequency and severity of all potentially fatal crashes, regardless of the countermeasure type or the organization that has primary responsibility for its implementation.
- *Reduction in Suffering.* Reduce suffering and property loss resulting from injury and property damage only crashes.
- *Focus on SHARP Crashes.* When looking at crashes in Alabama and the damage that they cause in terms of suffering and property loss, SHARP (Speed Hazard, Alcohol and Restraint Program) crashes were determined to be the biggest problem areas. In order to help reduce these crashes, all organizations and individuals in the area of traffic safety must be committed to working solely on the SHARP crashes. Plans developed by the state's safety coordinators should reflect this focus and funding will be concentrated completely on SHARP crash locations that have been identified as problems.
- *Teamwork and Diversity.* Recognize that these ideals will only be attained through the dedication to cooperative efforts among a wide range of federal, state and local organizations. All highway users and user groups must be adequately represented, and all sub-disciplines will be given the opportunity to provide input and information.

### MISSION:

**Reduce fatalities by focusing on the problem locations identified for SHARP crashes.**

SHARP crashes are the biggest killers and the major problem areas for traffic safety in the state of Alabama. By focusing efforts to reduce the number of speed, alcohol and lack of restraint usage crashes, lives can be saved and crash severity can be reduced. Each of these crashes deals with a choice that a driver makes (the choice to speed, drive drunk or the choice to not wear a seatbelt) and

by changing driver behavior, the number of SHARP crashes can be reduced and traffic safety will be improved.

## **PART III – GOALS AND STRATEGIES**

### **PROCESS FOR DEVELOPING GOALS**

By developing the definition of SHARP crashes, the areas of focus for developing goals and strategies are somewhat more limited than in years past. The goals defined below were established for each of the SHARP countermeasure categorical priority areas (alcohol, speed and restraint usage). All countermeasures and efforts planned for fiscal year 2006 will focus in one or more of these key areas. Specific thresholds and target dates were set based on past trends and expectations from past programs.

For 2006 funding to the state safety coordinators will be limited to the problem areas discussed and defined in Part IV of this plan. The two exceptions to this rule are ADECA's continued participation in the "Click It or Ticket" and "You Drink, You Drive, You Lose" campaigns. ADECA continues to pledge its support to these programs and will fund the participating regions accordingly.

For the 2006 HSP, long-range goals are set to look out over the next five fiscal years (2006-2010) while short-range goals look at the coming fiscal year (2006). The data being used for these goals is somewhat behind. Because of the delay in receiving completed crash data for the year, 2004 data must be used to develop the plan for fiscal year 2006 while 2005 data will be used the following year to develop the plan for fiscal year 2007. The short range goals will concentrate on statistics for calendar year 2005 while long-range goals will concentrate on statistics from calendar years 2005-2009.

Goals cannot be progressively realized without appropriate performance measures. These will be given with the goals along with a description of the data sources used. Performance measures include one or more of the following:

1. Crash frequency (e.g., the number of speed related crashes),
2. Crash severity (and a combination of frequency and severity metrics),
3. Percentage of all crashes (to gauge the proportion within the overall population of crashes), and

Unless otherwise specified, all collisions (regardless of severity) will be included in the particular crash frequency goal. In these cases it is assumed that the relative severity of the crashes of the goal type will not change due to the implementation of the countermeasure. Where a countermeasure is specifically intended to reduce severity as opposed to frequency (as is the case in some restraint usage projects), then severity will be explicitly stated in the goal.

Goals will now be presented in the following categories: (1) overall, (2) performance, (3) administrative, and (4) legislative.

## OVERALL PROGRAM GOAL

The overall strategic program goals follow:

*To reduce the number of SHARP hotspots from a total of 976 to 897 (a reduction of 8%) over the next five years. By meeting this reduction in hotspots, the number of crashes as well as the number of fatalities across the state should decline in approximately the same proportion.*

This decline will be monitored on a per year basis and a similar goal in reducing hotspots by a certain percentage will be set in future years as well. By doing this a downward trend in the number of SHARP crashes and the number of fatalities over consecutive years across the state should be seen. The criteria used to find the number of hotspots will not change between the years in order to lend consistency in the total number of hotspots found for the state.

To accomplish this goal of reducing the number of hotspots, a statewide effort must be made to focus traffic safety funding on SHARP crashes. By doing this, every possible option will be taken to bring these numbers down in the coming years. Additionally, the reduction in the number of SHARP hotspots found (using identical search criteria) in each year will be monitored. It is recognized that the strategic goal will not be attainable on an incremental basis (i.e., one-fifth of the goal per year over each of the five years) due to random variation. Further, the cumulative effect of a wide variety of countermeasures will be required that are dependent on a range of governmental and private agencies involved in the cause of traffic safety.

**General Strategy:** To require the Community Traffic Safety Programs (CTSPs) to focus their plans solely on SHARP crashes and the problem locations identified for their respective region. By doing this every effort will be made to focus on the biggest problem areas for traffic safety and reduce the number of hotspots in the state of Alabama.

**Table 2. Summary of All Crashes – CY 2004 Alabama Data**

Performance Measures	1997	1998	1999	2000	2001	2002	2003	2004
Fatal Crashes	1050	958	997	905	902	931	899	1033
Percent Fatal Crashes	0.75	0.69	0.72	0.68	0.67	0.66	0.64	0.71
Injury Crashes	33,210	32,399	32,082	29,950	29,771	30,922	30,748	31,856
Percent Injury Crashes	23.79	23.41	23.29	22.58	22.26	22.02	21.80	21.77
PDO Crashes	105,346	105,043	104,644	101,771	103,066	108,583	109,420	113,469
Percent PDO Crashes	75.46	75.90	75.98	76.74	77.07	77.32	77.57	77.53
Total	139,606	138,400	137,723	132,626	133,739	140,436	141,067	146,358



Table 2 is a summary of all crashes for the Calendar Year 2004. These statistics should be referenced as overall goals and strategies are discussed and determined. All figures in this table have been updated to reference the calendar year for their respective years.

**Table 3. SHARP Hotspot Listing for State and Individual Regions – CY 2004 Alabama Data**

SHARP Hotspots	2004	
	Number of Hotspots	Percentage of Total Hotspots
North Region	166	17.01%
Jefferson Region	124	12.70%
South East Region	124	12.70%
West Region	121	12.40%
Central Region	119	12.19%
East Region	93	9.53%
Mobile-Baldwin Region	87	8.91%
North East Region	76	7.79%
South West Region	66	6.76%
<b>TOTAL HOTSPOTS</b>	<b>976</b>	<b>100.00%</b>

Table 3 is a summary of all SHARP Hotspots for Calendar Year 2004. Due to the fact that identifying SHARP hotspots in Alabama is a new process, there is currently no historic data to compare the 2004 data to. In future years, data will be added to this table to track the progress made in reducing SHARP hotspots across the state and within individual regions. However, the numbers for 2004 should be used as statewide and regional goals are determined.

## PERFORMANCE GOALS AND STRATEGIES

### SHARP Crashes and Hotspots

#### *Long-range goals (2006-2010):*

- To reduce by the end of the calendar year 2009 the number of SHARP hotspots by 8% from their 2004 base calendar year total of 976 to 897.
- To focus efforts completely on reducing the number of hotspots on a per region basis. Individual goals should be set by the regional coordinators that account for an approximately 8% reduction per region over the next five calendar years.

#### *Short-range goals (2006):*

- To reduce by the end of the calendar year 2005 the number of SHARP hotspots by 2% from their 2004 base calendar year total of 976 to 956.
- To focus efforts completely on reducing the number of hotspots on a per region basis. Individual goals should be set by the regional coordinators that account for an approximately 2% reduction per region over the next calendar year.

#### *Strategies (for one year):*

- Planning and Administration – The Law Enforcement/Traffic Safety (LETS) Division of the Alabama Department of Economic and Community Affairs is charged with implementing the state's highway safety efforts to reduce traffic deaths, injuries and crashes.
- Continue the nine Community Traffic Safety Program (CTSP) projects.
- Continue to support the CARE Research & Development Laboratory (CRDL) in exchange for their support of the ADECA LETS division. CRDL provides ADECA LETS with their crash and traffic safety data throughout the year.
- Conduct nine local SHARP Special Traffic Enforcement Program (STEP) projects, one within each of the CTSP regions. Additionally, a statewide STEP project will be conducted in conjunction with the Alabama Department of Public Safety (DPS). The efforts of all CTSP coordinators should be focused solely on SHARP crashes. By focusing on the SHARP crashes, every effort will be taken to reduce alcohol related crashes, speed related crashes and those where the driver was not properly restrained.
- To continue the Law Enforcement Liaison (LEL) programs statewide
- Participate in national "Click It or Ticket" campaign on the statewide level.
- Participate in the NHTSA Southeast Region Pick-Up-Truck "Click It or Ticket" campaign.
- Conduct statewide "YDYDYL" (You Drink You Drive You Lose) campaign as a part of the national campaign.

### SHARP Hotspots

*Performance Measure:* The following table indicates performance measures for SHARP Hotspots. Once additional years have passed using the measurement tool of SHARP hotspots, more columns will be added to this table:

<b>Performance Measure</b>	<b>2004</b>
SHARP Hotspots	976

While the goals and strategies for the coming years deal exclusively with SHARP crashes, tables referencing the types of crashes making up the SHARP crashes will be maintained. Below are the tables for Alcohol/Drug Crashes, Occupant Protection and Speeding.

### Alcohol/Drug Crashes

*Performance Measures:* The following table indicates performance measures for alcohol/drug crashes:

<b>Performance Measure</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>
Alcohol Fatal Crashes	319	243	240	238	219	214	203	228
% Alcohol Fatal Crashes	30.38%	25.36%	24.07%	26.30%	24.28%	22.99%	22.58%	22.07%
Alcohol Injury Crashes	3788	3651	3426	3211	3066	3078	2878	2876
% Alcohol Injury Crashes	11.41%	11.27%	10.68%	10.72%	10.30%	9.95%	9.36%	9.03%
Total	4107	3894	3666	3449	3285	3292	3081	3104

### Occupant Protection

*Performance Measures:* The performance measures for both child safety seat and overall restraint use are obtained from annual surveys conducted by the Alabama Department of Public Health. The Safety Belt Usage Rate is obtained immediately following the "Click It or Ticket" campaign in June and the Child Safety Seat Usage Rate data is collected in August. The latest data for both of these rates was obtained from the report made available by the Alabama Department of Public Health titled: Alabama Observational Survey of Occupant and Child Restraint Use 2004.

Performance Measures	1997	1998	1999	2000	2001	2002	2003	2004
Safety Belt Usage Rate	52%	52%	58%	71%	79.4%	78.8%	77.4%	80.0%
Child Safety Seat Usage Rate	57%	60%	60%	77%	77%	89.4%	87.0%	82.9%

## Speeding

*Performance Measures:* The following table indicates performance measures for speed-related ("Speed") crashes:

Performance Measures	1997	1998	1999	2000	2001	2002	2003	2004
Speed Fatal Crashes	302	299	290	277	256	298	293	317
Percent Speed Fatal Crashes	28.8	31.2	29.8	30.6	28.4	32.0	32.6	30.7
Speed Injury Crashes	3667	3610	3542	3260	3119	3253	3208	3325
Percent Speed Injury Crashes	11.0	11.1	11.0	10.9	10.5	10.5	10.4	10.4
Total Speed Crashes	7975	7933	7778	7322	7146	7648	7497	7583

## **ADMINISTRATIVE GOALS**

### **Traffic Records**

#### *Goal:*

- To ensure that all agencies with responsibility for traffic safety have timely access and complete information needed to identify problems, select countermeasures, and evaluate implemented improvements. As a part of the new SHARP hotspot approach to traffic safety in Alabama, the data gathered should be used to pinpoint and target the exact location of SHARP hotspots for each region in the state.

#### *Strategies:*

- Utilize the combined CARE and GIS system to identify SHARP crash locations and map these locations when possible. This information will be provided to the CTSP's on a yearly basis to evaluate the long term progress that they have made. Additionally, the information will be provided at any other intervals requested in order to track forward progress using the most recent crash data available.
- Provide at least one statewide training session for MPO's and CTSP's in which the basics of CARE information mining will be taught in terms of application to local problem identification and evaluation.
- Revise the AUTAR and initiate systems studies to enable the development of effective in-vehicle data entry and data uploading, and to implement the recently developed MMUCC-compatible crash report form.
- Support the state's efforts to generally upgrade its GIS capabilities. With the recent integration of CARE with GIS, improvements will be completed to make additional user friendly mapping capabilities available to users in the traffic safety profession both over the web and in desktop versions of the program
- Continue with improvements to the CARE 8 program to aid ADECA staff members in receiving timely and applicable information whenever requested.
- Work with agencies on the state level to develop pilot projects with regard to e-Citation, LETS and other systems being developed for ADECA, DPS, ACJIC, and AOC.

## **LEGISLATIVE GOALS**

The following will be given emphasis for legislation during this fiscal year:

- To upgrade the state's Graduated Driver Licensing law.
- To extend safety belt law to all positions in vehicle.
- To maintain the mandatory primary safety belt use law.
- To amend child restraint laws to include booster seats.
- To push approval of an electronic crash form that would allow for the availability of more timely and accurate crash data.

## **PART IV – SHARP HOTSPOT LISTING AND REGIONAL REPORTS**

All of the counties in the state were grouped together to form regions for the purpose of identifying problem locations within their region that need attention. The designated regions are as follows:

<b><u>Region</u></b>	<b><u>Counties</u></b>
Central	Autauga, Bullock, Dallas, Elmore, Lee, Lowndes, Macon, and Montgomery
East	Calhoun, Chambers, Clay, Cleburne, Coosa, Randolph, Talladega, and Tallapoosa
Jefferson	Blount, Chilton, Jefferson, Shelby, St. Clair, and Walker
Mobile/Baldwin	Baldwin and Mobile
North East	Cherokee, DeKalb, Etowah, Jackson, and Marshall
North	Colbert, Cullman, Franklin, Lauderdale, Lawrence, Limestone, Madison, Marion, Morgan, and Winston
South East	Barbour, Butler, Coffee, Covington, Crenshaw, Dale, Escambia, Geneva, Henry, Houston, Pike, and Russell
South West	Choctaw, Clarke, Conecuh, Monroe, Washington, and Wilcox
West	Bibb, Fayette, Greene, Hale, Lamar, Marengo, Perry, Pickens, Sumter, and Tuscaloosa

In order to determine the problem areas for each region, several statewide reports were generated. Through the use of the 2004 crash data for the state of Alabama, the CARE program and the ESRI Arc GIS suite of programs, a complete listing and illustration of problem crash locations (or hotspots) throughout the state was developed. While the focus on SHARP (Speed Hazards, Alcohol and Restraint Program) crashes in this plan has already been discussed in Part I, it was important to focus on this type of crash on all types of roadways within the state. With the help of the CARE program, it was possible to identify hotspots on the Interstate, hotspots on Federal or State Routes, hotspots at non-mileposted intersections and hotspots on non-mileposted segments. By doing this, a total of 976 locations (or hotspots) around the state were identified. The reports generated detailing this information for the entire state included:

1. State of Alabama Fatalities Bar Graph (2000-2004)
2. 2004 Alabama Fatalities by County and Region Map
3. Alabama Fatalities for State and Region (2000-2004)

4. 2004 Alabama Fatalities by Region and County
5. Top 128 SHARP Mileposted Interstate Crashes Map
6. Top 128 SHARP Mileposted Interstate Crashes Breakdown by Region
7. Top 128 SHARP Mileposted Interstate Crashes Listing
8. Top 706 SHARP Mileposted State/Federal Route Crashes Map
9. Top 706 SHARP Mileposted State/Federal Route Crashes Breakdown by Region
10. Top 706 SHARP Mileposted State/Federal Route Crashes Listing
11. Top 49 SHARP Non-Mileposted Intersection Crashes Breakdown by Region
12. Top 49 SHARP Non-Mileposted Intersection Crashes Listing
13. Top 93 SHARP Non-Mileposted Segment Crashes Breakdown by Region
14. Top 93 SHARP Non-Mileposted Segment Crashes Listing
15. Hotspot Count and Totals by Region and County Map
16. Hotspot Count Breakdown by Region

Each of these statewide lists and maps are included in the pages that follow.

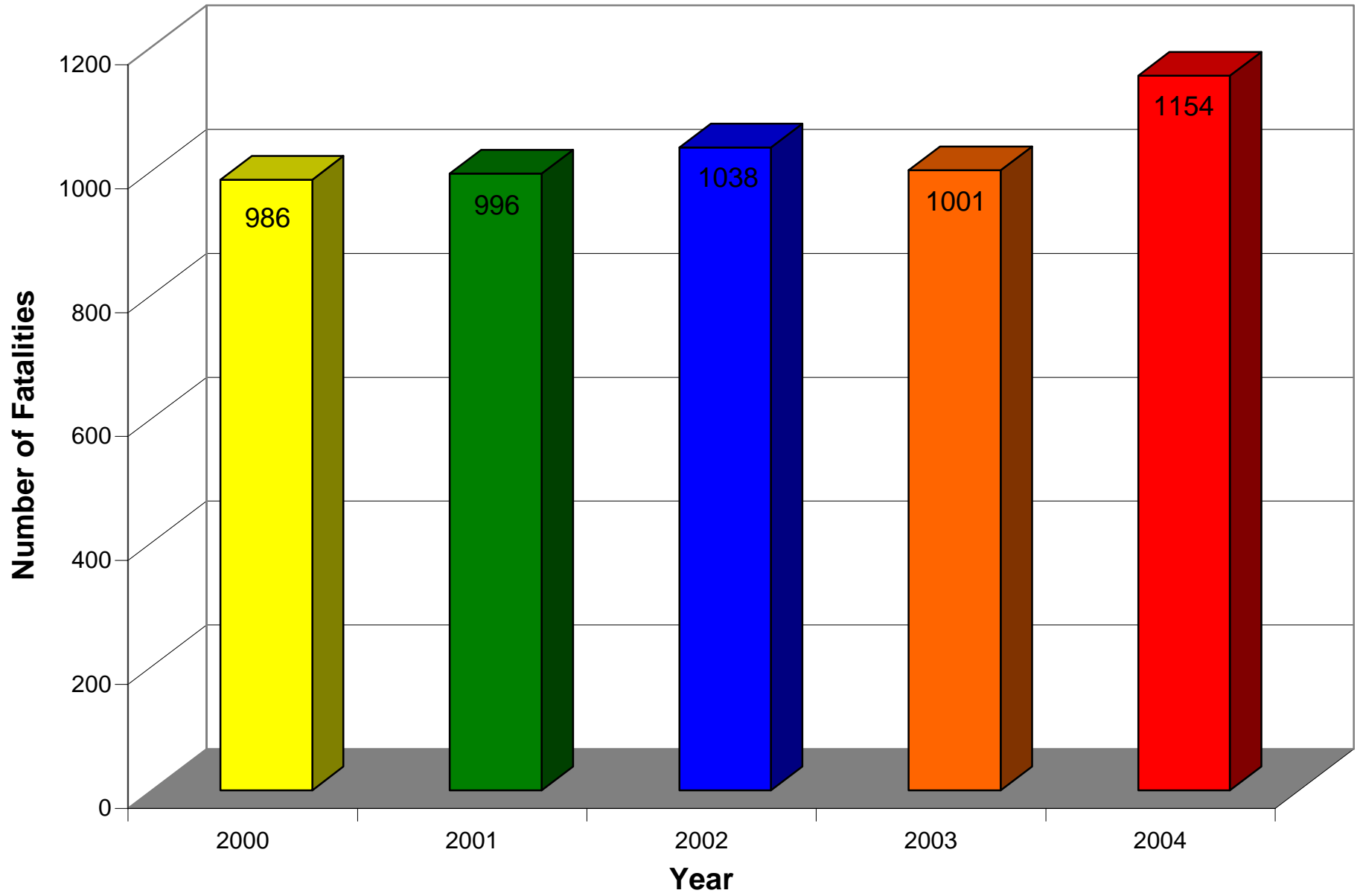
In addition to the statewide information, regional information was generated for each of the nine regions across the state. This information was formatted in the same way as the statewide reports but only included information on hotspots specific to their region. These hotspots were not different than the 976 included in the statewide list, rather a subset of that list that applied only to the region in question. The reports provided on a regional basis were as follows:

1. Regional Fatalities Bar Graph (2000-2004)
2. Top SHARP Mileposted Interstate Crashes Map for Region
3. Top SHARP Mileposted Interstate Crashes Listing for Region
4. Top SHARP Mileposted State/Federal Route Crashes Map for Region
5. Top SHARP Mileposted State/Federal Route Crashes Listing for Region
6. Top SHARP Non-Mileposted Intersection Crashes Listing for Region
7. Top SHARP Non-Mileposted Segment Crashes Listing for Region

By providing both statewide information and information specific to their region, the regional coordinators were able to identify the problem areas in their region but also look at how they were doing on a statewide level.

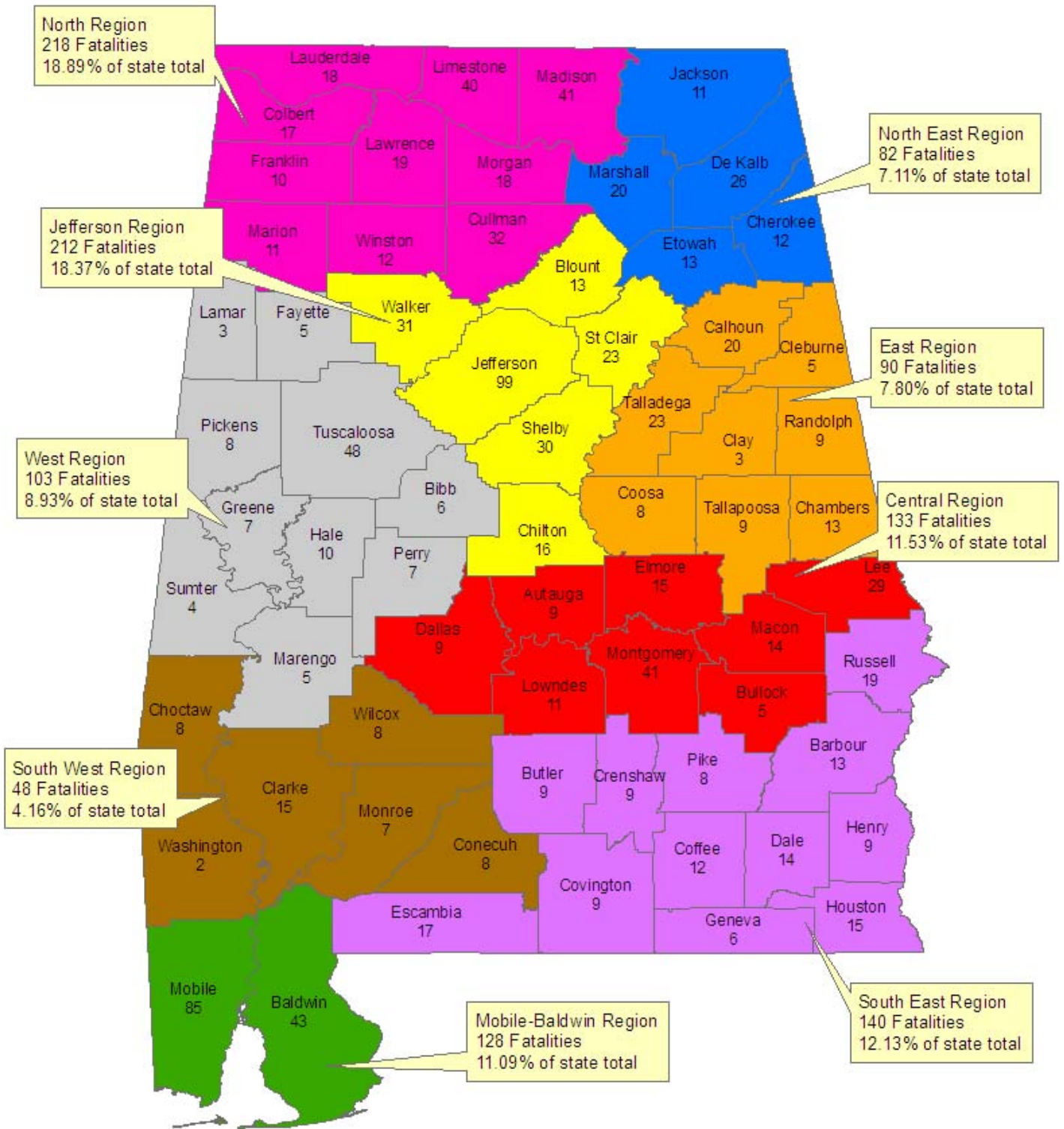
Once this information was provided to the regional coordinators, they were instructed to focus their plans for the coming year on the SHARP crash locations given in the reports for their region. Money distributed by ADECA LETS division this year will focus completely on these areas within the region. By employing this method of funds distribution, a measurable effect on the three largest problem areas (speed, alcohol and lack of restraint usage) should be seen. In coming years, the same criteria used to identify the 976 hotspots located this year will be used. If funds are employed effectively and correctly, the number of hotspots should fall on both a statewide level and within each individual region.

# State of Alabama Fatalities





# 2004 Fatalities in Alabama



Statewide Total Fatalities = 1154

## State of Alabama Fatalities

<u>Year</u>	<u>Number</u>
2000	986
2001	996
2002	1038
2003	1001
2004	1154

## State of Alabama Fatalities by Region

### Central

<u>Year</u>	<u>Number</u>
2000	129
2001	129
2002	117
2003	114
2004	133

### North

<u>Year</u>	<u>Number</u>
2000	158
2001	163
2002	189
2003	171
2004	218

### East Central

<u>Year</u>	<u>Number</u>
2000	90
2001	93
2002	84
2003	98
2004	90

### South East

<u>Year</u>	<u>Number</u>
2000	115
2001	108
2002	113
2003	123
2004	140

### Jefferson

<u>Year</u>	<u>Number</u>
2000	177
2001	188
2002	201
2003	174
2004	212

### South West

<u>Year</u>	<u>Number</u>
2000	45
2001	52
2002	32
2003	40
2004	48

### Mobile-Baldwin

<u>Year</u>	<u>Number</u>
2000	111
2001	109
2002	130
2003	111
2004	128

### West

<u>Year</u>	<u>Number</u>
2000	82
2001	80
2002	91
2003	89
2004	103

### North East

<u>Year</u>	<u>Number</u>
2000	79
2001	74
2002	81
2003	81
2004	82

## 2004 Alabama Fatalities

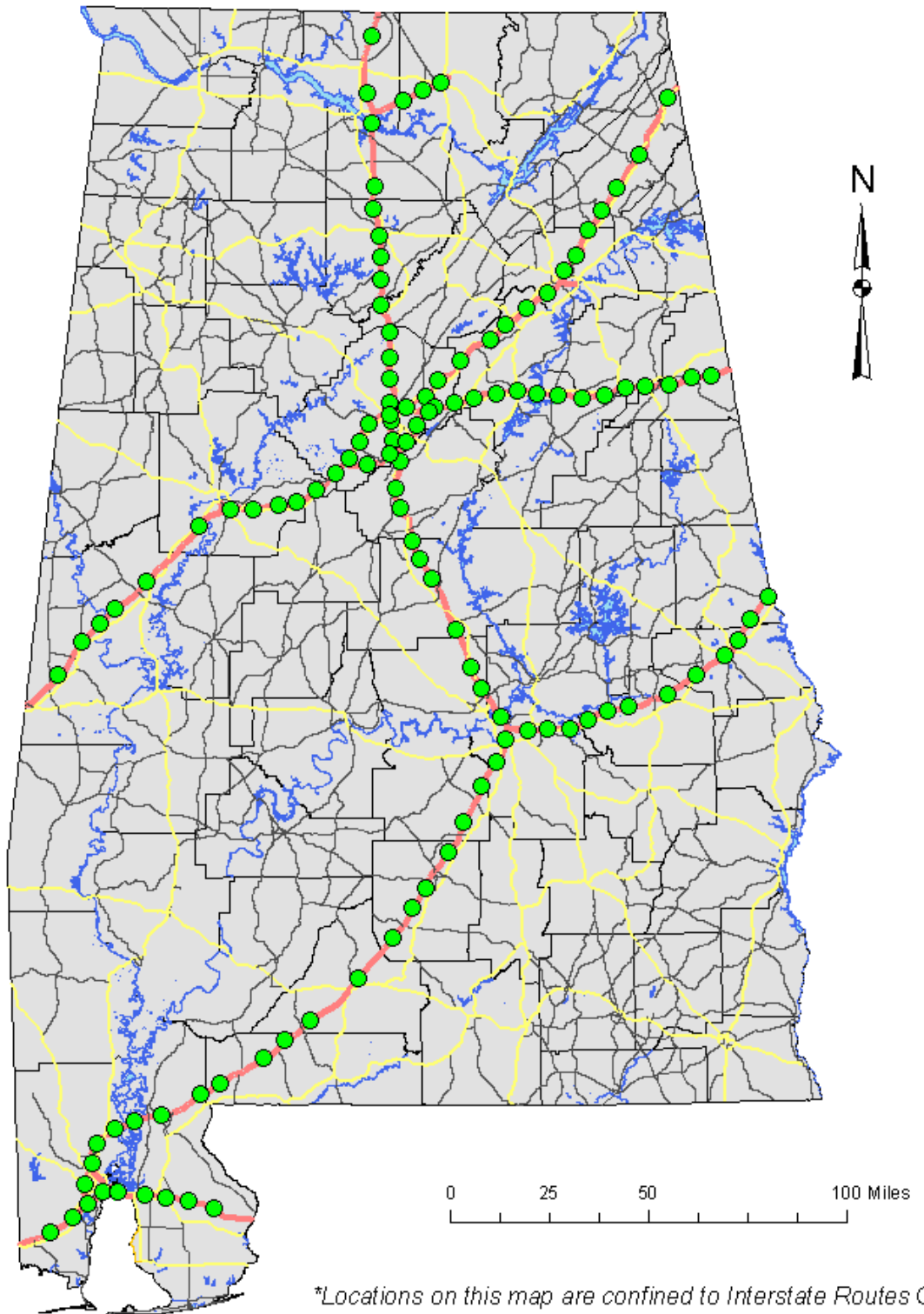
### Fatalities by Region

<u>Region</u>	<u>Number of Fatalities</u>
North	218
Jefferson	212
South East	140
Central	133
Mobile-Baldwin	128
West	103
East	90
North East	82
South West	48
<b>TOTAL</b>	<b>1154</b>

### Fatalities by County

<u>County</u>	<u># of Fatalities</u>	<u>County</u>	<u># of Fatalities</u>	<u>County</u>	<u># of Fatalities</u>
JEFFERSON	99	BLOUNT	13	GENEVA	6
MOBILE	85	CHAMBERS	13	BULLOCK	5
TUSCALOOSA	48	ETOWAH	13	CLEBURNE	5
BALDWIN	43	CHEROKEE	12	FAYETTE	5
MONTGOMERY	41	COFFEE	12	MARENGO	5
MADISON	41	WINSTON	12	SUMTER	4
LIMESTONE	40	JACKSON	11	CLAY	3
CULLMAN	32	LOWNDES	11	LAMAR	3
WALKER	31	MARION	11	WASHINGTON	2
SHELBY	30	FRANKLIN	10	<b>TOTAL</b>	<b>1154</b>
LEE	29	HALE	10		
DEKALB	26	AUTAUGA	9		
SAINT CLAIR	23	BUTLER	9		
TALLADEGA	23	COVINGTON	9		
CALHOUN	20	CRENSHAW	9		
MARSHALL	20	DALLAS	9		
LAWRENCE	19	HENRY	9		
RUSSELL	19	RANDOLPH	9		
LAUDERDALE	18	TALLAPOOSA	9		
MORGAN	18	CHOCTAW	8		
COLBERT	17	CONECUH	8		
ESCAMBIA	17	COOSA	8		
CHILTON	16	PICKENS	8		
CLARKE	15	PIKE	8		
ELMORE	15	WILCOX	8		
HOUSTON	15	GREENE	7		
DALE	14	MONROE	7		
MACON	14	PERRY	7		
BARBOUR	13	BIBB	6		

# Top 128 Mileposted Interstate Locations (5 miles in Length) in Alabama with 1 or more SHARP Crashes Resulting in Injury or Fatality



## **Top 128 Mileposted Location on Interstate Routes (5 miles in length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality**

### **Regional Breakdown**

Jefferson Region	29.32%
Central Region	14.29%
Mobile-Baldwin Region	14.29%
North Region	9.77%
West Region	9.77%
East Region	8.27%
North East Region	6.02%
South East Region	6.02%
South West Region	2.26%

**Top 128 Mileposted Location on Interstate Routes (5 miles in length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality**

\*The map that corresponds to this data and marks these hotspots is titled "Top 128 Mileposted Interstate Locations (5 miles in Length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Begin MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/MVM	MVM	ADT
1	CALHOUN	CALHOU RUR	I-20	187.5	192.5	1	1	0	0	50	0.01	68.09	37310
2	LIMESTONE	HUNTSVILLE	I-565	3.5	8.5	1	1	0	0	50	0.01	77.87	42670
3	GREENE	GREENE RUR	I-59	45.5	50.5	2	2	0	0	50	0.05	41.53	22755
4	SUMTER	SUMTER RUR	I-59	6.5	11.5	1	1	0	0	50	0.03	34.93	19140
5	MONTGOMERY	MONTGO RUR	I-85	11	16	3	2	1	0	43.33	0.04	67.05	36740
6	CULLMAN	CULLMA RUR	I-65	309.7	314.7	3	2	1	0	43.33	0.05	58	31783
7	LOWNDES	LOWNDESBORO	I-65	157.3	162.3	2	1	1	0	40	0.04	50.49	27665
8	LOWNDES	LOWNDESBORO	I-65	150	155	2	1	1	0	40	0.04	48.89	26790
9	TUSCALOOSA	TUSCAL RUR	I-59	59	64	2	1	1	0	40	0.05	43.93	24070
10	LIMESTONE	LIMEST RUR	I-65	363	368	2	1	1	0	40	0.06	34.45	18875
11	JEFFERSON	TRUSSVILLE	I-59	136	141	5	2	3	0	38	0.06	81.16	44470
12	JEFFERSON	JEFF RUR	I-459	18	23	12	5	7	0	37.5	0.08	158.55	86878
13	SAINT CLAIR	ST. CLAIR RUR	I-59	165.9	170.9	3	1	2	0	36.67	0.08	37.47	20533
14	TUSCALOOSA	TUSCAL RUR	I-59	80.5	85.5	3	1	2	0	36.67	0.04	72.25	39590
15	CONECUH	CONECU RUR	I-65	75.2	80.2	4	1	3	0	35	0.11	37.59	20595
16	ESCAMBIA	ESCAMB RUR	I-65	60	65	4	1	3	0	35	0.13	31.23	17110
17	MONTGOMERY	MONTGOMERY	I-85	5.5	10.5	2	1	1	0	35	0.02	131.19	71885
18	BALDWIN	BALDWI RUR	I-65	41.7	46.7	6	3	3	0	35	0.17	35.99	19720
19	SHELBY	SHELBY RUR	I-65	242	247	10	3	7	0	35	0.08	130	71232
20	SHELBY	SHELBY RUR	I-65	234.6	239.6	5	1	4	0	34	0.05	94	51508
21	SAINT CLAIR	ST. CLAIR RUR	I-20	143.2	148.2	6	1	5	0	33.33	0.06	99.87	54723
22	BUTLER	BUTLER RUR	I-65	131.2	136.2	6	1	5	0	33.33	0.13	47.78	26180
23	BUTLER	BUTLER RUR	I-65	120.2	125.2	3	1	2	0	33.33	0.07	45.5	24930
24	TUSCALOOSA	TUSCAL RUR	I-59	73.8	78.8	6	1	5	0	33.33	0.08	78.52	43023
25	TUSCALOOSA	TUSCAL RUR	I-359	0.5	5.5	7	1	6	0	32.86	0.07	96.75	53014
26	MACON	MACON RUR	I-85	21.8	26.8	4	1	3	0	32.5	0.07	54.74	29992
27	TUSCALOOSA	TUSCAL RUR	I-59	68.1	73.1	11	2	9	0	31.82	0.14	75.91	41591
28	BALDWIN	BALDWI RUR	I-10	38.2	43.2	6	1	5	0	31.67	0.1	62.79	34406
29	JEFFERSON	HOOVER	I-459	7.5	12.5	6	2	4	0	31.67	0.07	81.83	44836

**Top 128 Mileposted Location on Interstate Routes (5 miles in length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality**

30	SAINT CLAIR	ST. CLAIR RUR	I-59	153.8	158.8	6	1	5	0	31.67	0.14	41.53	22755
31	JEFFERSON	BIRMINGHAM	I-59	125	130	12	1	11	0	30.83	0.04	271.75	148905
32	JEFFERSON	JEFF RUR	I-459	28.6	33.6	12	2	10	0	30.83	0.12	103.26	56580
33	MOBILE	MOBILE	I-165	1	6	1	0	1	0	30	0.02	55.04	30160
34	JEFFERSON	BIRMINGHAM	I-59	131	136	4	0	4	0	30	0.04	111.87	61300
35	MADISON	HUNTSVILLE	I-565	21	26	1	0	1	0	30	0.02	65.37	35820
36	JEFFERSON	JEFF RUR	I-59	144.3	149.3	2	1	1	0	30	0.04	52.4	28710
37	SAINT CLAIR	ST. CLAIR RUR	I-59	159.2	164.2	3	0	3	0	30	0.08	37.63	20620
38	JEFFERSON	BESSEMER	I-459	1	6	2	0	2	0	30	0.03	63.13	34590
39	BALDWIN	BALDWI RUR	I-10	57.7	62.7	1	0	1	0	30	0.02	47.92	26260
40	BALDWIN	BALDWI RUR	I-10	46.5	51.5	4	0	4	0	30	0.08	47.07	25790
41	MOBILE	MOBILE RUR	I-10	15.5	20.5	6	1	5	0	30	0.05	118.37	64860
42	MOBILE	MOBILE RUR	I-10	10.3	15.3	6	1	5	0	30	0.07	85.41	46800
43	CHAMBERS	CHAMBERS RUR	I-85	79.1	84.1	2	0	2	0	30	0.04	48.45	26550
44	SAINT CLAIR	ST. CLAIR RUR	I-59	172.7	177.7	2	0	2	0	30	0.05	38.14	20900
45	ETOWAH	ETOWAH RUR	I-59	180.3	185.3	4	0	4	0	30	0.12	33.53	18372
46	CHAMBERS	CHAMBERS RUR	I-85	73.9	78.9	2	0	2	0	30	0.05	43.23	23690
47	LEE	LEE RUR	I-85	66.4	71.4	2	0	2	0	30	0.04	44.77	24530
48	ETOWAH	ETOWAH RUR	I-59	185.3	190.3	3	0	3	0	30	0.12	25.74	14103
49	DEKALB	DEKALB RUR	I-59	198.8	203.8	3	0	3	0	30	0.13	23.31	12770
50	DEKALB	DEKALB RUR	I-59	205.9	210.9	6	1	5	0	30	0.23	26.5	14520
51	DEKALB	DEKALB RUR	I-59	216	221	2	0	2	0	30	0.08	26.5	14520
52	LEE	OPELIKA	I-85	60.5	65.5	6	0	6	0	30	0.09	66.18	36263
53	DEKALB	DEKALB RUR	I-59	232.2	237.2	1	0	1	0	30	0.04	22.39	12270
54	MACON	MACON RUR	I-85	37.8	42.8	3	0	3	0	30	0.06	49.15	26930
55	SAINT CLAIR	ST. CLAIR RUR	I-20	149.1	154.1	4	0	4	0	30	0.05	85.27	46725
56	SAINT CLAIR	ST. CLAIR RUR	I-20	159.7	164.7	5	0	5	0	30	0.07	70.93	38868
57	TALLADEGA	TALLADEGA RUR	I-20	171.2	176.2	2	0	2	0	30	0.03	63.73	34920
58	TALLADEGA	TALLADEGA RUR	I-20	176.9	181.9	4	0	4	0	30	0.06	63.27	34670
59	CLEBURNE	CLEBUR RUR	I-20	210.2	215.2	3	0	3	0	30	0.05	56.91	31183
60	CLEBURNE	CLEBUR RUR	I-20	200	205	4	1	3	0	30	0.07	58.4	32000
61	CLEBURNE	CLEBUR RUR	I-20	205	210	2	0	2	0	30	0.03	58.59	32105
62	JEFFERSON	JEFF RUR	I-65	265.5	270.5	2	0	2	0	30	0.02	116.93	64070
63	BLOUNT	BLOUNT RUR	I-65	284.9	289.9	3	0	3	0	30	0.04	72.76	39866

**Top 128 Mileposted Location on Interstate Routes (5 miles in length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality**

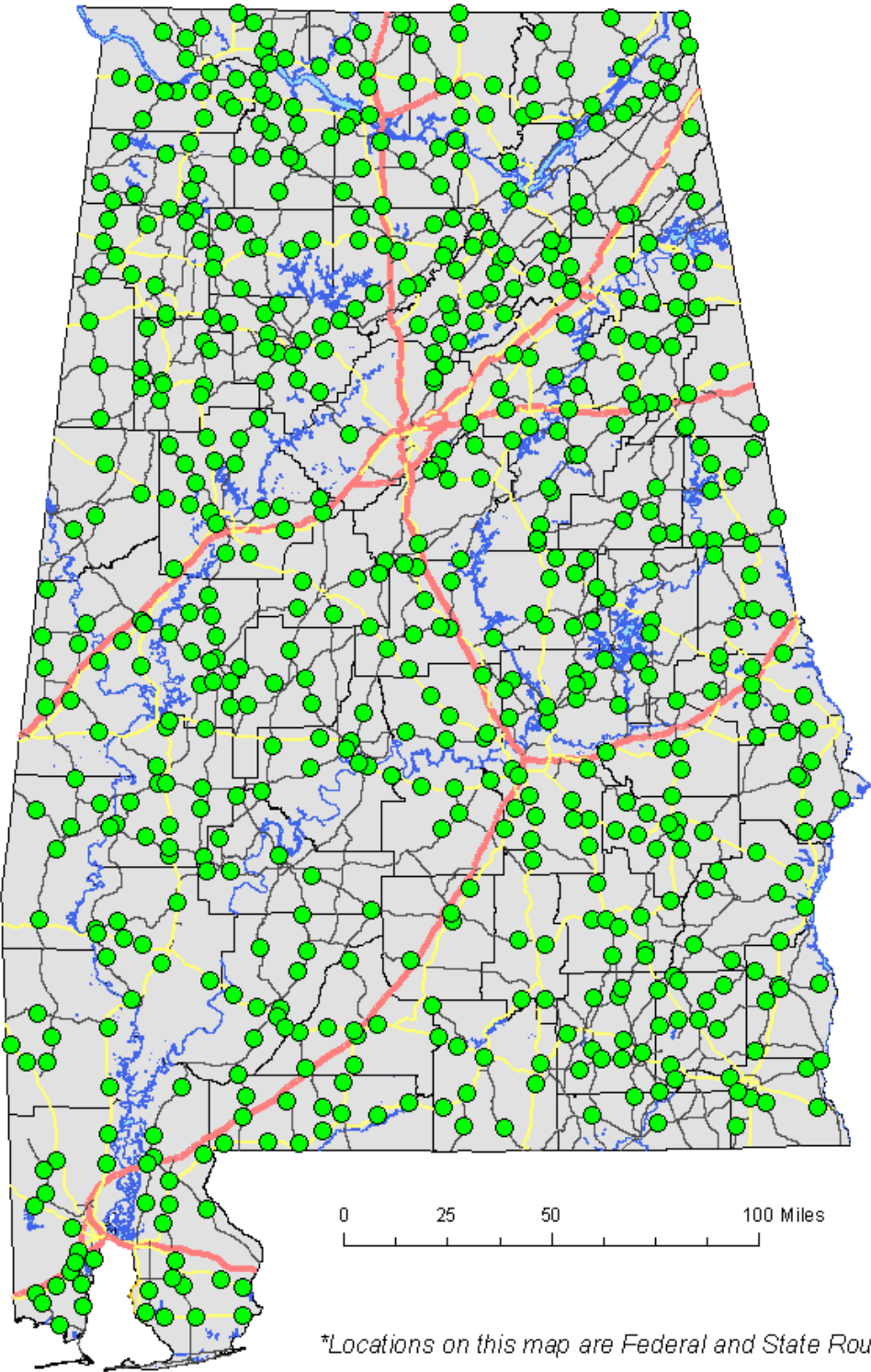
64	CULLMAN	CULLMA RUR	I-65	302.6	307.6	5	2	3	0	30	0.07	68.47	37516
65	CULLMAN	CULLMA RUR	I-65	316	321	2	0	2	0	30	0.04	53.03	29060
66	MORGAN	MORGAN RUR	I-65	332	337	2	0	2	0	30	0.03	59.79	32760
67	LIMESTONE	LIMEST RUR	I-65	340	345	3	1	2	0	30	0.07	45.36	24853
68	BUTLER	BUTLER RUR	I-65	139.7	144.7	2	0	2	0	30	0.04	47.78	26180
69	LIMESTONE	LIMEST RUR	I-65	354.8	359.8	1	0	1	0	30	0.03	38.18	20920
70	CONECUH	CONECU RUR	I-65	91.4	96.4	2	0	2	0	30	0.05	39.73	21770
71	SUMTER	SUMTER RUR	I-59	23.2	28.2	6	0	6	0	30	0.17	35.99	19718
72	GREENE	GREENE RUR	I-59	28.7	33.7	1	0	1	0	30	0.03	35.81	19620
73	ELMORE	ELMORE RUR	I-65	178.8	183.8	3	0	3	0	30	0.04	74.19	40653
74	JEFFERSON	JEFF RUR	I-65	270.9	275.9	5	0	5	0	30	0.05	96.67	52972
75	TUSCALOOSA	TUSCAL RUR	I-59	97.8	102.8	4	0	4	0	30	0.05	82.6	45260
76	MOBILE	CREOLA	I-65	23.2	28.2	3	0	3	0	30	0.09	34.18	18730
77	MOBILE	SARALAND	I-65	11.5	16.5	4	1	3	0	30	0.05	81.31	44552
78	MOBILE	MOBILE	I-65	0.1	5.1	12	2	10	0	30	0.08	154.28	84536
79	MONTGOMERY	MONTGO RUR	I-65	169.5	174.5	9	1	8	0	28.89	0.08	110.99	60815
80	JEFFERSON	JEFF RUR	I-20	132.7	137.7	9	1	8	0	28.89	0.09	97.56	53458
81	SAINT CLAIR	ST. CLAIR RUR	I-20	154.5	159.5	8	1	7	0	28.75	0.1	82.8	45368
82	JEFFERSON	JEFF RUR	I-459	23	28	6	0	6	0	28.33	0.05	119.99	65746
83	MOBILE	MOBILE	I-10	20.6	25.6	5	0	5	0	28	0.04	137.91	75566
84	CULLMAN	CULLMA RUR	I-65	291.4	296.4	5	0	5	0	28	0.07	67.58	37030
85	ETOWAH	ETOWAH RUR	I-59	192.9	197.9	5	0	5	0	28	0.21	23.31	12770
86	MOBILE	MOBILE RUR	I-10	3.7	8.7	5	1	4	0	28	0.07	75.89	41582
87	MACON	MACON RUR	I-85	16.1	21.1	5	1	4	0	28	0.08	59.42	32560
88	CULLMAN	CULLMA RUR	I-65	297.2	302.2	9	1	8	0	27.78	0.13	68.91	37757
89	JEFFERSON	BIRMINGHAM	I-59	119.5	124.5	9	1	8	0	27.78	0.04	231.8	127012
90	ESCAMBIA	ESCAMB RUR	I-65	67	72	4	0	4	0	27.5	0.12	32.85	17997
91	CHILTON	CHILTO RUR	I-65	209.4	214.4	4	0	4	0	27.5	0.07	57.75	31645
92	CHILTON	CHILTO RUR	I-65	220.2	225.2	8	0	8	0	27.5	0.13	63.98	35060
93	JEFFERSON	BIRMINGHAM	I-65	258.8	263.8	11	2	9	0	27.27	0.05	208.5	114247
94	SHELBY	CALERA	I-65	229.2	234.2	3	0	3	0	26.67	0.04	70.42	38586
95	TALLADEGA	TALLADEGA RUR	I-20	165.1	170.1	3	0	3	0	26.67	0.04	68.31	37430
96	JEFFERSON	BESSEMER	I-59	108	113	5	0	5	0	26	0.07	72.06	39486
97	TUSCALOOSA	TUSCAL RUR	I-59	85.5	90.5	5	0	5	0	26	0.07	70.55	38660



**Top 128 Mileposted Location on Interstate Routes (5 miles in length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality**

98	JEFFERSON	HOOVER	I-459	13	18	5	1	4	0	26	0.03	149.79	82078
99	CHILTON	CHILTO RUR	I-65	195.1	200.1	5	0	5	0	26	0.09	54.33	29770
100	TUSCALOOSA	TUSCAL RUR	I-59	91.3	96.3	5	0	5	0	26	0.07	74.36	40744
101	BALDWIN	BALDWI RUR	I-10	32.5	37.5	4	0	4	0	25	0.04	90.99	49860
102	CONECUH	CONECU RUR	I-65	105	110	2	0	2	0	25	0.05	38.87	21300
103	SUMTER	LIVINGSTON	I-59	17	22	2	0	2	0	25	0.05	36.58	20045
104	MACON	MACON RUR	I-85	27	32	6	0	6	0	25	0.12	51.48	28210
105	MOBILE	MOBILE	I-65	5.9	10.9	10	0	10	0	25	0.08	125.09	68541
106	JEFFERSON	HOOVER	I-65	248	253	15	0	15	0	24.67	0.08	198.73	108894
107	MADISON	HUNTSVILLE	I-565	14	19	9	0	9	0	24.44	0.06	141.17	77355
108	JEFFERSON	JEFF RUR	I-59	103	108	8	0	8	0	23.75	0.1	81.74	44791
109	JEFFERSON	HOMEWOOD	I-65	253.5	258.5	11	0	11	0	23.64	0.05	215.97	118340
110	BALDWIN	BALDWI RUR	I-65	47.2	52.2	3	0	3	0	23.33	0.09	34.75	19040
111	BUTLER	BUTLER RUR	I-65	114	119	3	0	3	0	23.33	0.07	45.5	24930
112	MONTGOMERY	MONTGOMERY	I-85	0.2	5.2	3	0	3	0	23.33	0.02	151.36	82936
113	CLEBURNE	CLEBUR RUR	I-20	193.9	198.9	3	0	3	0	23.33	0.05	58.87	32260
114	AUTAUGA	AUTAUG RUR	I-65	184.9	189.9	4	0	4	0	22.5	0.07	56.17	30777
115	CHILTON	CHILTO RUR	I-65	215.2	220.2	5	0	5	0	22	0.08	60.08	32920
116	MOBILE	SATSUMA	I-65	17.8	22.8	6	0	6	0	21.67	0.14	44.01	24113
117	LEE	MACON RUR	I-85	46.4	51.4	3	0	3	0	20	0.06	47.3	25920
118	BALDWIN	BALDWI RUR	I-65	30	35	4	0	4	0	20	0.12	32.11	17592
119	TALLADEGA	TALLADEGA RUR	I-20	182.5	187.5	2	0	2	0	20	0.03	63.6	34850
120	JEFFERSON	JEFF RUR	I-65	277.3	282.3	1	0	1	0	20	0.01	84.19	46130
121	BALDWIN	BALDWI RUR	I-10	65.3	70.3	1	0	1	0	20	0.02	47.92	26260
122	MONTGOMERY	MONTGO RUR	I-65	163.4	168.4	1	0	1	0	20	0.02	51.76	28360
123	JEFFERSON	JEFF RUR	I-20	138	143	2	0	2	0	20	0.02	110.29	60435
124	MOBILE	MOBILE	I-10	25.6	30.6	6	0	6	0	20	0.05	109.32	59901
125	JEFFERSON	JEFF RUR	I-59	113.5	118.5	6	0	6	0	18.33	0.06	94.78	51935
126	LEE	OPELIKA	I-85	55.2	60.2	8	0	8	0	17.5	0.13	63.52	34807
127	MADISON	HUNTSVILLE	I-565	8.7	13.7	5	0	5	0	14	0.05	96.08	52646
128	ETOWAH	GADSDEN	I-759	2	7	2	0	2	0	10	0.05	39.16	21455

# Top 706 Mileposted State and Federal Route Locations (5 miles in Length) in Alabama with 1 or more SHARP Crashes Resulting in Injury or Fatality



**Top 706 Mileposted Location on State/Federal Routes (5 miles in length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality**

**Regional Breakdown**

North Region	16.11%
South East Region	15.27%
West Region	14.29%
Central Region	11.06%
Jefferson Region	10.50%
East Region	10.22%
North East Region	8.26%
South West Region	8.26%
Mobile-Baldwin Region	6.02%

**Top 706 Mileposted Location on State/Federal Routes (5 miles in length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality**

\*The map that corresponds to this data and marks these hotspots is titled "Top 706 Mileposted State and Federal Locations (5 miles in Length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality"

Rank	County	City	Route	Begin MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity Index	Crashes/MVM	MVM	ADT
1	DEKALB	DEKALB RUR	S-7	210.1	215.1	1	1	0	0	50	0.3	3.3	1810
2	JACKSON	JACKSO RUR	S-2	145.5	150.5	1	1	0	0	50	0.04	28.11	15400
3	RUSSELL	RUSSELL RUR	S-26	8.7	13.7	1	1	0	0	50	0.28	3.58	1960
4	CHILTON	CHILTO RUR	S-3	239.4	244.4	1	1	0	0	50	0.09	10.97	6010
5	FRANKLIN	FRANKL RUR	S-243	9.5	14.5	1	1	0	0	50	0.25	3.98	2180
6	BARBOUR	BARBOU RUR	S-239	4.4	9.4	1	1	0	0	50	0.52	1.93	1060
7	WALKER	WALKER RUR	S-4	61.5	66.5	1	1	0	0	50	0.48	2.08	1140
8	COLBERT	COLBER RUR	S-2	6.9	11.9	1	1	0	0	50	0.06	16.5	9040
9	CLARKE	CLARKE RUR	S-154	25.7	30.7	1	1	0	0	50	0.82	1.22	670
10	CULLMAN	CULLMA RUR	S-69	224.8	229.8	1	1	0	0	50	0.15	6.7	3670
11	DALE	DALE RUR	S-27	43.8	48.8	1	1	0	0	50	0.27	3.69	2020
12	WINSTON	WINSTO RUR	S-13	259	264	1	1	0	0	50	0.3	3.3	1810
13	FRANKLIN	FRANKL RUR	S-13	280	285	1	1	0	0	50	0.16	6.24	3420
14	CULLMAN	CULLMA RUR	S-91	29.8	34.8	1	1	0	0	50	0.18	5.47	3000
15	DALE	DALE RUR	S-85	14.6	19.6	1	1	0	0	50	0.26	3.89	2130
16	HALE	HALE RUR	S-60	9.3	14.3	1	1	0	0	50	0.23	4.42	2420
17	HALE	HALE RUR	S-60	1.5	6.5	1	1	0	0	50	0.26	3.85	2110
18	PERRY	PERRY RUR	S-14	80.1	85.1	1	1	0	0	50	0.52	1.92	1050
19	CHOCTAW	CHOCTA RUR	S-17	81	86	1	1	0	0	50	0.26	3.91	2140
20	MARENGO	MARENG RUR	S-28	47.5	52.5	1	1	0	0	50	0.36	2.81	1540
21	SUMTER	SUMTER RUR	S-17	167.9	172.9	1	1	0	0	50	0.53	1.88	1030
22	ESCAMBIA	ESCAMB RUR	S-41	2.6	7.6	1	1	0	0	50	0.21	4.87	2670
23	RANDOLPH	RANDOLPH RUR	S-48	26	31	1	1	0	0	50	0.23	4.31	2360
24	TALLADEGA	TALLADEGA RUR	S-21	206	211	1	1	0	0	50	0.1	9.78	5360
25	LAWRENCE	LAWREN RUR	S-101	12.3	17.3	1	1	0	0	50	0.28	3.56	1950
26	MORGAN	MORGAN RUR	S-67	29.8	34.8	1	1	0	0	50	0.07	14.16	7760
27	BLOUNT	BLOUNT RUR	S-53	263.7	268.7	1	1	0	0	50	0.07	14.22	7790
28	TALLAPOOSA	TALLAP RUR	S-49	11.5	16.5	1	1	0	0	50	0.31	3.27	1790
29	CRENSHAW	CRENSH RUR	S-10	144.9	149.9	1	1	0	0	50	0.12	8.39	4600

**Top 706 Mileposted Location on State/Federal Routes (5 miles in length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality**

30	CLAY	CLAY RUR	S-49	64	69	1	1	0	0	50	0.39	2.54	1390
31	MONROE	MONROE RUR	S-59	89.2	94.2	1	1	0	0	50	0.84	1.19	650
32	COVINGTON	COVING RUR	S-15	30.7	35.7	1	1	0	0	50	0.46	2.19	1200
33	LEE	LEE RUR	S-147	7.4	12.4	1	1	0	0	50	0.1	9.69	5310
34	CLARKE	CLARKE RUR	S-5	2.3	7.3	2	2	0	0	50	0.18	11.19	6130
35	RANDOLPH	RANDOLPH RUR	S-77	22.4	27.4	1	1	0	0	50	0.39	2.54	1390
36	PIKE	PIKE RUR	S-87	48.9	53.9	3	2	1	0	43.33	0.77	3.9	2136
37	LAWRENCE	LAWREN RUR	S-33	11.2	16.2	3	2	1	0	43.33	1.06	2.83	1550
38	BALDWIN	BALDWI RUR	S-42	72.9	77.9	2	1	1	0	40	0.12	17.05	9345
39	DALLAS	DALLAS RUR	S-41	116.8	121.8	2	1	1	0	40	0.32	6.33	3470
40	MARION	MARION RUR	S-241	4.3	9.3	2	1	1	0	40	1.57	1.28	700
41	PICKENS	PICKENS RUR	S-17	192.1	197.1	2	1	1	0	40	0.32	6.3	3450
42	WALKER	WALKER RUR	S-5	176.1	181.1	2	1	1	0	40	0.13	15.31	8390
43	CHOCTAW	CHOCTA RUR	S-17	106.9	111.9	2	1	1	0	40	0.24	8.25	4520
44	MOBILE	MOBILE RUR	S-193	14.8	19.8	4	2	2	0	40	0.24	16.83	9222
45	GREENE	GREENE RUR	S-14	48	53	2	1	1	0	40	0.5	3.98	2180
46	HALE	HALE RUR	S-14	55.6	60.6	2	1	1	0	40	0.49	4.12	2255
47	PICKENS	PICKENS RUR	S-6	9.6	14.6	2	1	1	0	40	0.19	10.6	5810
48	JACKSON	JACKSO RUR	S-79	97.6	102.6	2	1	1	0	40	0.29	6.79	3720
49	PIKE	PIKE RUR	S-125	20.1	25.1	2	1	1	0	40	0.93	2.15	1180
50	MARION	MARION RUR	S-129	32.7	37.7	2	1	1	0	40	0.53	3.8	2080
51	SAINT CLAIR	ST. CLAIR RUR	S-144	2.2	7.2	2	1	1	0	40	0.37	5.42	2970
52	TALLADEGA	TALLADEGA RUR	S-77	57.9	62.9	2	1	1	0	40	0.31	6.52	3575
53	ETOWAH	ETOWAH RUR	S-1	273.6	278.6	2	1	1	0	40	0.07	29.25	16030
54	HOUSTON	HOUSTO RUR	S-1	7	12	2	1	1	0	40	0.07	27.71	15185
55	JACKSON	JACKSO RUR	S-71	17.4	22.4	2	1	1	0	40	0.51	3.89	2130
56	HENRY	HENRY RUR	S-1	35.8	40.8	2	1	1	0	40	0.11	18.8	10300
57	CHOCTAW	CHOCTA RUR	S-10	2.5	7.5	2	1	1	0	40	0.41	4.89	2680
58	CRENSHAW	CRENSH RUR	S-10	137.5	142.5	2	1	1	0	40	0.62	3.25	1780
59	DALE	DALE RUR	S-134	53.4	58.4	2	1	1	0	40	0.44	4.55	2495
60	WINSTON	WINSTO RUR	S-195	20.3	25.3	2	1	1	0	40	0.3	6.61	3620
61	CRENSHAW	CRENSH RUR	S-9	35	40	4	2	2	0	40	0.83	4.8	2630
62	WINSTON	WINSTO RUR	S-195	33.5	38.5	2	1	1	0	40	0.28	7.2	3945
63	GENEVA	GENEVA RUR	S-52	54	59	2	1	1	0	40	0.17	11.96	6555

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64	MORGAN	MORGAN RUR	S-67	12	17	2	1	1	0	40	0.32	6.27	3435
65	LAWRENCE	LAWREN RUR	S-157	31	36	2	1	1	0	40	0.17	11.7	6410
66	MADISON	MADISO RUR	S-255	5.8	10.8	2	1	1	0	40	0.08	25.24	13830
67	CONECUH	CONECU RUR	S-12	92.5	97.5	2	1	1	0	40	0.31	6.48	3550
68	TALLADEGA	TALLADEGA RUR	S-21	246	251	2	1	1	0	40	0.1	20.22	11080
69	COOSA	COOSA RUR	S-21	180.3	185.3	2	1	1	0	40	0.54	3.72	2040
70	MONROE	MONROE RUR	S-21	51.9	56.9	2	1	1	0	40	0.49	4.05	2220
71	CHAMBERS	CHAMBERS RUR	S-50	39	44	2	1	1	0	40	0.43	4.62	2530
72	CHAMBERS	CHAMBERS RUR	S-50	45.5	50.5	2	1	1	0	40	0.21	9.54	5230
73	LIMESTONE	LIMEST RUR	S-2	70.3	75.3	2	1	1	0	40	0.07	30.54	16735
74	LEE	LEE RUR	S-38	95.3	100.3	2	1	1	0	40	0.14	14.52	7955
75	LOWNDES	LOWNDESBORO	S-3	158.1	163.1	2	1	1	0	40	0.54	3.7	2025
76	LAUDERDALE	LAUDER RUR	S-2	44.1	49.1	2	1	1	0	40	0.07	30.3	16605
77	MACON	MACON RUR	S-15	152.2	157.2	3	2	1	0	40	0.85	3.54	1940
78	HALE	HALE RUR	S-69	121.1	126.1	2	1	1	0	40	0.2	10.16	5565
79	ELMORE	ELMORE RUR	S-63	0.7	5.7	3	1	2	0	36.67	0.89	3.36	1843
80	MARSHALL	MARSHA RUR	S-168	3.4	8.4	3	1	2	0	36.67	0.32	9.39	5143
81	BULLOCK	BULLOC RUR	S-223	21.3	26.3	3	1	2	0	36.67	0.91	3.3	1806
82	MOBILE	MOBILE RUR	S-193	20.3	25.3	3	2	1	0	36.67	0.09	32.45	17780
83	MOBILE	MOBILE RUR	S-193	8.7	13.7	3	1	2	0	36.67	0.34	8.78	4810
84	ETOWAH	ETOWAH RUR	S-25	221.9	226.9	3	1	2	0	36.67	0.19	15.75	8630
85	MARION	MARION RUR	S-74	22.5	27.5	3	1	2	0	36.67	0.37	8.02	4396
86	COOSA	COOSA RUR	S-259	2.7	7.7	3	1	2	0	36.67	1.36	2.21	1210
87	LIMESTONE	LIMEST RUR	S-251	8.6	13.6	3	1	2	0	36.67	0.51	5.86	3210
88	TUSCALOOSA	TUSCAL RUR	S-7	70.8	75.8	3	1	2	0	36.67	0.46	6.58	3606
89	CHEROKEE	CHEROK RUR	S-9	244.3	249.3	3	1	2	0	36.67	0.5	6.02	3296
90	FAYETTE	FAYETT RUR	S-18	36.1	41.1	3	1	2	0	36.67	0.78	3.84	2106
91	FRANKLIN	FRANKL RUR	S-19	26.2	31.2	3	1	2	0	36.67	1.05	2.85	1560
92	TUSCALOOSA	TUSCAL RUR	S-171	2.9	7.9	3	1	2	0	36.67	0.46	6.49	3556
93	BUTLER	BUTLER RUR	S-3	131.4	136.4	3	1	2	0	36.67	0.52	5.72	3133
94	CHILTON	CHILTO RUR	S-22	44.6	49.6	3	1	2	0	36.67	0.47	6.39	3500
95	HOUSTON	HOUSTO RUR	S-53	9.9	14.9	3	1	2	0	36.67	0.49	6.16	3373
96	CULLMAN	CULLMA RUR	S-157	9.3	14.3	3	1	2	0	36.67	0.15	20.04	10980
97	BLOUNT	BLOUNT RUR	S-132	3.9	8.9	2	1	1	0	35	0.7	2.87	1570

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98	FRANKLIN	FRANKL RUR	S-243	14.5	19.5	4	1	3	0	35	0.61	6.52	3575
99	LAWRENCE	LAWREN RUR	S-157	51.9	56.9	2	1	1	0	35	0.15	12.92	7080
100	LOWNDES	LOWNDESBORO	S-8	108.1	113.1	4	1	3	0	35	0.26	15.13	8290
101	BALDWIN	BALDWI RUR	S-225	15.3	20.3	4	1	3	0	35	1.45	2.76	1510
102	LAUDERDALE	LAUDER RUR	S-101	26.5	31.5	4	1	3	0	35	0.35	11.28	6182
103	BULLOCK	BULLOC RUR	S-6	183.7	188.7	4	1	3	0	35	1.57	2.56	1400
104	COFFEE	COFFEE RUR	S-134	4.3	9.3	4	1	3	0	35	0.64	6.28	3440
105	COOSA	COOSA RUR	S-21	192	197	4	1	3	0	35	0.72	5.57	3050
106	MARION	MARION RUR	S-4	13	18	4	1	3	0	35	0.37	10.84	5940
107	BLOUNT	BLOUNT RUR	S-79	24.5	29.5	4	1	3	0	35	0.33	12.13	6647
108	MARENGO	MARENG RUR	S-13	102.2	107.2	4	1	3	0	35	0.72	5.53	3030
109	TUSCALOOSA	TUSCAL RUR	S-69	163	168	4	1	3	0	35	0.99	4.04	2212
110	TUSCALOOSA	TUSCAL RUR	S-216	0.9	5.9	5	1	4	0	34	0.49	10.22	5600
111	BLOUNT	BLOUNT RUR	S-79	19.5	24.5	3	1	2	0	33.33	0.19	15.52	8503
112	RUSSELL	RUSSELL RUR	S-1	96.6	101.6	3	1	2	0	33.33	0.19	15.89	8706
113	LEE	LEE RUR	S-15	194.9	199.9	3	1	2	0	33.33	0.45	6.71	3676
114	WALKER	WALKER RUR	S-269	33.3	38.3	3	1	2	0	33.33	0.27	11.32	6200
115	SAINT CLAIR	ST. CLAIR RUR	S-4	121.4	126.4	3	1	2	0	33.33	0.9	3.33	1823
116	SHELBY	SHELBY RUR	S-38	9.8	14.8	8	1	7	0	32.5	0.12	68.76	37675
117	CULLMAN	CULLMA RUR	S-74	71.1	76.1	9	1	8	0	32.22	0.62	14.52	7955
118	MOBILE	MOBILE RUR	S-42	3	8	5	1	4	0	32	0.25	20.12	11022
119	MOBILE	MOBILE RUR	S-188	1	6	6	1	5	0	31.67	0.73	8.22	4503
120	SHELBY	SHELBY RUR	S-119	19.9	24.9	7	1	6	0	31.43	0.26	26.77	14668
121	ESCAMBIA	ESCAMB RUR	S-21	3.3	8.3	8	2	6	0	31.25	0.68	11.8	6463
122	LAWRENCE	LAWREN RUR	S-157	41.1	46.1	3	0	3	0	30	0.2	15.33	8400
123	CALHOUN	CALHOU RUR	S-4	167.9	172.9	4	1	3	0	30	0.58	6.84	3750
124	SHELBY	SHELBY RUR	S-25	155.6	160.6	3	0	3	0	30	1.51	1.99	1090
125	TALLAPOOSA	TALLAP RUR	S-38	75	80	1	0	1	0	30	0.04	23.4	12820
126	LAUDERDALE	LAUDER RUR	S-157	77	82	1	0	1	0	30	0.03	36.81	20170
127	DALE	DALE RUR	S-27	38	43	3	0	3	0	30	1.33	2.26	1240
128	HENRY	HENRY RUR	S-27	64.7	69.7	2	0	2	0	30	1.05	1.9	1040
129	HENRY	HENRY RUR	S-27	70.1	75.1	1	0	1	0	30	0.52	1.93	1060
130	SHELBY	SHELBY RUR	S-25	165.1	170.1	2	1	1	0	30	0.52	3.82	2095
131	MORGAN	MORGAN RUR	S-157	17.6	22.6	1	0	1	0	30	0.09	11.21	6140

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132	JEFFERSON	JEFF RUR	S-79	7.9	12.9	2	0	2	0	30	0.05	43.8	24000
133	TALLADEGA	TALLADEGA RUR	S-77	71.2	76.2	2	0	2	0	30	0.12	16.84	9230
134	JACKSON	JACKSO RUR	S-117	49.3	54.3	1	0	1	0	30	0.82	1.22	670
135	JEFFERSON	JEFF RUR	S-75	2.4	7.4	2	0	2	0	30	0.05	38.45	21070
136	GREENE	GREENE RUR	S-7	39	44	1	0	1	0	30	0.46	2.15	1180
137	BALDWIN	BALDWI RUR	S-59	69.8	74.8	1	0	1	0	30	0.54	1.86	1020
138	CLAY	CLAY RUR	S-49	77.8	82.8	1	0	1	0	30	0.57	1.75	960
139	GREENE	GREENE RUR	S-7	55.6	60.6	1	0	1	0	30	0.45	2.24	1230
140	TUSCALOOSA	TUSCAL RUR	S-7	90.5	95.5	1	0	1	0	30	0.07	13.71	7510
141	ETOWAH	ETOWAH RUR	S-7	186.2	191.2	2	0	2	0	30	0.38	5.2	2850
142	BIBB	BIBB RUR	S-25	96	101	1	0	1	0	30	0.17	5.93	3250
143	CLEBURNE	CLEBUR RUR	S-4	179.2	184.2	4	0	4	0	30	0.94	4.23	2320
144	TALLAPOOSA	TALLAP RUR	S-49	22.3	27.3	7	0	7	0	30	1.04	6.76	3702
145	SUMTER	SUMTER RUR	S-7	11.5	16.5	1	0	1	0	30	0.17	5.88	3220
146	SHELBY	SHELBY RUR	S-25	104.6	109.6	4	0	4	0	30	0.4	10.06	5510
147	JACKSON	JACKSO RUR	S-35	59.8	64.8	1	0	1	0	30	0.34	2.94	1610
148	JACKSON	JACKSO RUR	S-35	38.7	43.7	2	0	2	0	30	0.15	12.98	7110
149	GENEVA	GENEVA RUR	S-27	12	17	3	0	3	0	30	0.79	3.78	2070
150	CHEROKEE	CHEROK RUR	S-35	8.1	13.1	3	0	3	0	30	0.63	4.79	2626
151	WALKER	WALKER RUR	S-18	57	62	1	0	1	0	30	0.45	2.23	1220
152	COFFEE	COFFEE RUR	S-27	24.3	29.3	1	0	1	0	30	0.06	15.42	8450
153	TALLADEGA	TALLADEGA RUR	S-38	39.3	44.3	2	0	2	0	30	0.06	34.4	18850
154	LAMAR	LAMAR RUR	S-18	17	22	1	0	1	0	30	0.29	3.43	1880
155	TALLADEGA	TALLADEGA RUR	S-38	45.8	50.8	2	0	2	0	30	0.1	19.33	10590
156	COOSA	COOSA RUR	S-38	51.9	56.9	1	0	1	0	30	0.05	19.07	10450
157	FAYETTE	FAYETT RUR	S-171	47.7	52.7	1	0	1	0	30	0.27	3.7	2030
158	FAYETTE	FAYETT RUR	S-171	26	31	1	0	1	0	30	0.2	5.02	2750
159	TUSCALOOSA	TUSCAL RUR	S-171	14.7	19.7	1	0	1	0	30	0.21	4.8	2630
160	TUSCALOOSA	TUSCAL RUR	S-171	8.9	13.9	3	0	3	0	30	0.5	6.04	3310
161	COFFEE	COFFEE RUR	S-27	32.9	37.9	2	0	2	0	30	0.88	2.26	1240
162	MOBILE	MOBILE RUR	S-16	0.8	5.8	5	0	5	0	30	0.5	10.02	5492
163	LAWRENCE	LAWREN RUR	S-24	63.3	68.3	3	0	3	0	30	0.1	29.51	16170
164	LAWRENCE	LAWREN RUR	S-24	46.6	51.6	1	0	1	0	30	0.1	10.48	5740
165	MOBILE	MOBILE RUR	S-16	6	11	3	0	3	0	30	0.3	10.12	5543



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166	MOBILE	MOBILE RUR	S-16	11.1	16.1	13	1	12	0	30	0.38	34.61	18966
167	BALDWIN	BALDWI RUR	S-16	51.2	56.2	1	0	1	0	30	0.2	4.91	2690
168	LAWRENCE	LAWREN RUR	S-24	39.8	44.8	1	0	1	0	30	0.15	6.57	3600
169	FRANKLIN	FRANKL RUR	S-24	34.2	39.2	1	0	1	0	30	0.17	5.77	3160
170	FRANKLIN	FRANKL RUR	S-24	16.4	21.4	1	0	1	0	30	0.19	5.37	2940
171	MARSHALL	MARSHA RUR	S-75	62.3	67.3	4	0	4	0	30	0.37	10.76	5895
172	BALDWIN	BALDWI RUR	S-16	65.1	70.1	1	0	1	0	30	0.12	8.61	4720
173	MORGAN	MORGAN RUR	S-20	66.2	71.2	1	0	1	0	30	0.02	45.42	24890
174	LAWRENCE	LAWREN RUR	S-20	60.9	65.9	2	0	2	0	30	0.08	25.84	14160
175	ETOWAH	ETOWAH RUR	S-25	230.1	235.1	2	0	2	0	30	0.17	12.01	6580
176	LAWRENCE	LAWREN RUR	S-20	46.1	51.1	2	0	2	0	30	0.11	18.7	10245
177	CHEROKEE	CHEROK RUR	S-25	244.7	249.7	3	0	3	0	30	0.47	6.41	3513
178	CHAMBERS	CHAMBERS RUR	S-77	15.6	20.6	1	0	1	0	30	0.45	2.24	1230
179	CLAY	CLAY RUR	S-77	31.1	36.1	1	0	1	0	30	0.46	2.17	1190
180	COLBERT	COLBER RUR	S-20	40.4	45.4	1	0	1	0	30	0.07	14.91	8170
181	COLBERT	COLBER RUR	S-20	29.3	34.3	5	1	4	0	30	0.18	27.26	14936
182	MARION	MARION RUR	S-4	1.5	6.5	1	0	1	0	30	0.06	17.12	9380
183	LAUDERDALE	LAUDER RUR	S-20	12	17	1	0	1	0	30	0.1	10.24	5610
184	BALDWIN	BALDWI RUR	S-16	70.4	75.4	3	0	3	0	30	0.4	7.45	4080
185	JACKSON	JACKSO RUR	S-117	42.8	47.8	1	0	1	0	30	0.66	1.51	830
186	JEFFERSON	JEFF RUR	S-75	7.5	12.5	1	0	1	0	30	0.05	21.5	11780
187	JACKSON	JACKSO RUR	S-117	22.8	27.8	3	0	3	0	30	0.75	4.01	2196
188	BLOUNT	BLOUNT RUR	S-75	14.3	19.3	1	0	1	0	30	0.05	18.25	10000
189	DEKALB	DEKALB RUR	S-117	15	20	1	0	1	0	30	0.23	4.31	2360
190	DEKALB	DEKALB RUR	S-117	1	6	2	1	1	0	30	0.41	4.93	2700
191	ETOWAH	ETOWAH RUR	S-77	110.9	115.9	2	0	2	0	30	0.11	18.36	10060
192	BALDWIN	BALDWI RUR	S-42	79.6	84.6	1	0	1	0	30	0.05	18.49	10130
193	CALHOUN	CALHOU RUR	S-77	86.3	91.3	2	0	2	0	30	0.23	8.63	4730
194	TALLADEGA	TALLADEGA RUR	S-77	77.5	82.5	2	0	2	0	30	0.18	10.91	5980
195	BLOUNT	BLOUNT RUR	S-75	20.3	25.3	3	0	3	0	30	0.23	13.12	7190
196	BALDWIN	BALDWI RUR	S-42	48.8	53.8	4	0	4	0	30	0.3	13.49	7392
197	BLOUNT	BLOUNT RUR	S-75	34.5	39.5	1	0	1	0	30	0.07	13.94	7640
198	MONROE	MONROE RUR	S-41	58.8	63.8	2	0	2	0	30	2.01	0.99	545
199	ESCAMBIA	ESCAMB RUR	S-41	20.3	25.3	1	0	1	0	30	0.29	3.43	1880

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200	BLOUNT	BLOUNT RUR	S-79	47	52	1	0	1	0	30	0.24	4.12	2260
201	MARSHALL	MARSHA RUR	S-79	58.7	63.7	1	0	1	0	30	0.21	4.76	2610
202	WILCOX	WILCOX RUR	S-28	96.5	101.5	2	0	2	0	30	1.17	1.72	940
203	MARENGO	MARENG RUR	S-28	56.6	61.6	1	0	1	0	30	0.55	1.81	990
204	SAINT CLAIR	ST. CLAIR RUR	S-25	200.3	205.3	1	0	1	0	30	0.42	2.39	1310
205	SUMTER	SUMTER RUR	S-28	18.5	23.5	1	0	1	0	30	0.35	2.88	1580
206	MARION	MARION RUR	S-4	19.6	24.6	1	0	1	0	30	0.08	11.77	6450
207	MORGAN	MORGAN RUR	S-24	69.4	74.4	1	0	1	0	30	0.03	35.11	19240
208	LAUDERDALE	LAUDER RUR	S-64	0.2	5.2	2	0	2	0	30	0.49	4.04	2215
209	MONROE	MONROE RUR	S-47	2.2	7.2	1	0	1	0	30	0.18	5.44	2980
210	CLEBURNE	CLEBUR RUR	S-46	15.9	20.9	1	0	1	0	30	0.28	3.61	1980
211	JACKSON	JACKSO RUR	S-40	2.2	7.2	4	0	4	0	30	0.4	9.99	5475
212	PICKENS	PICKENS RUR	S-32	1.8	6.8	1	0	1	0	30	0.79	1.26	690
213	BARBOUR	BARBOU RUR	S-30	7	12	3	0	3	0	30	0.6	4.96	2720
214	SAINT CLAIR	ST. CLAIR RUR	S-23	0.9	5.9	2	0	2	0	30	0.41	4.85	2660
215	COOSA	COOSA RUR	S-259	9.5	14.5	1	0	1	0	30	0.41	2.45	1340
216	BALDWIN	BALDWI RUR	S-225	5.1	10.1	1	0	1	0	30	0.11	8.98	4920
217	BIBB	BIBB RUR	S-219	46.4	51.4	1	0	1	0	30	0.43	2.32	1270
218	PERRY	PERRY RUR	S-219	30.8	35.8	2	0	2	0	30	1.04	1.92	1050
219	MOBILE	MOBILE RUR	S-217	12	17	2	0	2	0	30	0.14	13.95	7645
220	MOBILE	MOBILE RUR	S-217	6	11	7	1	6	0	30	0.41	17.14	9390
221	CALHOUN	CALHOU RUR	S-202	9.1	14.1	1	0	1	0	30	0.04	22.25	12190
222	CALHOUN	CALHOU RUR	S-202	4	9	2	0	2	0	30	0.1	19.44	10650
223	COLBERT	COLBER RUR	S-184	3.4	8.4	3	0	3	0	30	0.2	14.64	8020
224	ETOWAH	ETOWAH RUR	S-179	7.4	12.4	5	0	5	0	30	0.84	5.98	3274
225	ETOWAH	ETOWAH RUR	S-179	1.3	6.3	4	1	3	0	30	1.04	3.86	2117
226	LEE	LEE RUR	S-169	21.2	26.2	2	0	2	0	30	0.38	5.25	2875
227	BLOUNT	BLOUNT RUR	S-160	9.5	14.5	2	0	2	0	30	0.3	6.71	3675
228	CHILTON	CHILTO RUR	S-155	6.3	11.3	2	0	2	0	30	0.29	6.87	3765
229	CLARKE	CLARKE RUR	S-154	0.9	5.9	1	0	1	0	30	0.81	1.24	680
230	CHILTON	CHILTO RUR	S-145	12.1	17.1	2	0	2	0	30	0.45	4.4	2410
231	CHILTON	CHILTO RUR	S-145	6.2	11.2	3	0	3	0	30	0.66	4.54	2490
232	CALHOUN	CALHOU RUR	S-144	22.6	27.6	2	0	2	0	30	0.15	13.68	7495
233	ELMORE	ELMORE RUR	S-143	14.4	19.4	2	0	2	0	30	0.41	4.88	2675

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234	ELMORE	ELMORE RUR	S-143	2.1	7.1	2	0	2	0	30	0.12	16.72	9160
235	WINSTON	WINSTO RUR	S-129	40.2	45.2	1	0	1	0	30	0.11	9.09	4980
236	COFFEE	COFFEE RUR	S-125	7.3	12.3	1	0	1	0	30	0.54	1.84	1010
237	WALKER	WALKER RUR	S-124	8.9	13.9	2	0	2	0	30	0.49	4.12	2255
238	WALKER	WALKER RUR	S-124	2.1	7.1	2	0	2	0	30	0.99	2.03	1110
239	ESCAMBIA	ESCAMB RUR	S-113	15	20	1	0	1	0	30	0.12	8.19	4490
240	BALDWIN	BALDWI RUR	S-287	3.9	8.9	2	0	2	0	30	0.16	12.15	6660
241	MONROE	MONROE RUR	S-265	2.4	7.4	1	0	1	0	30	0.64	1.55	850
242	LOWNDES	LOWNDESBORO	S-263	10.2	15.2	1	0	1	0	30	0.59	1.7	930
243	MARION	MARION RUR	S-253	26.7	31.7	1	0	1	0	30	1.14	0.88	480
244	ELMORE	ELMORE RUR	S-229	20.5	25.5	1	0	1	0	30	0.29	3.49	1910
245	WILCOX	WILCOX RUR	S-221	2.6	7.6	1	0	1	0	30	0.43	2.3	1260
246	MARSHALL	MARSHA RUR	S-205	13	18	1	0	1	0	30	0.18	5.64	3090
247	CALHOUN	CALHOU RUR	S-204	0.5	5.5	3	0	3	0	30	0.32	9.38	5140
248	CHILTON	CHILTO RUR	S-191	9.6	14.6	2	0	2	0	30	0.61	3.3	1810
249	PERRY	PERRY RUR	S-183	3.1	8.1	2	0	2	0	30	0.79	2.52	1380
250	FRANKLIN	FRANKL RUR	S-172	0.8	5.8	1	0	1	0	30	0.54	1.84	1010
251	ELMORE	ELMORE RUR	S-170	3.5	8.5	1	0	1	0	30	0.12	8.07	4420
252	MOBILE	MOBILE RUR	S-163	0.8	5.8	2	0	2	0	30	0.11	17.43	9550
253	CHOCTAW	CHOCTA RUR	S-156	1.3	6.3	1	0	1	0	30	0.36	2.79	1530
254	BIBB	BIBB RUR	S-139	11.7	16.7	2	0	2	0	30	0.5	4.01	2200
255	COVINGTON	COVING RUR	S-137	2.2	7.2	1	0	1	0	30	0.26	3.89	2130
256	DALLAS	DALLAS RUR	S-66	5.9	10.9	1	0	1	0	30	1.1	0.91	500
257	JACKSON	JACKSO RUR	S-73	3.2	8.2	3	0	3	0	30	0.69	4.36	2386
258	TALLADEGA	TALLADEGA RUR	S-76	10.9	15.9	3	0	3	0	30	0.77	3.89	2133
259	MACON	MACON RUR	S-81	5.5	10.5	4	0	4	0	30	1.64	2.45	1340
260	CONECUH	CONECU RUR	S-83	15.1	20.1	1	0	1	0	30	0.68	1.48	810
261	PICKENS	PICKENS RUR	S-86	20.6	25.6	3	0	3	0	30	0.61	4.92	2693
262	DALE	DALE RUR	S-92	1.6	6.6	1	0	1	0	30	0.53	1.9	1040
263	LOWNDES	LOWNDESBORO	S-97	24.7	29.7	2	0	2	0	30	0.81	2.48	1360
264	LIMESTONE	LIMEST RUR	S-99	3.4	8.4	2	0	2	0	30	0.16	12.38	6785
265	FAYETTE	FAYETT RUR	S-102	6.4	11.4	1	0	1	0	30	0.39	2.56	1400
266	HOUSTON	HOUSTO RUR	S-103	17.4	22.4	1	0	1	0	30	0.68	1.46	800
267	BUTLER	BUTLER RUR	S-106	3.6	8.6	1	0	1	0	30	1.71	0.58	320

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268	FAYETTE	FAYETT RUR	S-107	7.4	12.4	1	0	1	0	30	0.98	1.02	560
269	DALE	DALE RUR	S-123	35	40	2	0	2	0	30	0.79	2.52	1380
270	LIMESTONE	LIMEST RUR	S-127	2.1	7.1	2	0	2	0	30	0.23	8.67	4750
271	BARBOUR	BARBOU RUR	S-131	23.4	28.4	1	0	1	0	30	0.27	3.72	2040
272	COLBERT	COLBER RUR	S-133	0.5	5.5	3	0	3	0	30	0.19	16.13	8840
273	COVINGTON	COVING RUR	S-55	22.8	27.8	1	0	1	0	30	0.12	8.47	4640
274	COVINGTON	COVING RUR	S-55	3.1	8.1	1	0	1	0	30	0.19	5.15	2820
275	TALLAPOOSA	TALLAP RUR	S-50	3	8	2	0	2	0	30	1.12	1.79	980
276	RANDOLPH	RANDOLPH RUR	S-48	16.6	21.6	1	0	1	0	30	0.26	3.81	2090
277	RANDOLPH	RANDOLPH RUR	S-48	7.9	12.9	1	0	1	0	30	0.41	2.46	1350
278	LAWRENCE	LAWREN RUR	S-33	29.4	34.4	2	0	2	0	30	0.28	7.14	3910
279	WALKER	WALKER RUR	S-269	27.1	32.1	2	0	2	0	30	0.21	9.35	5125
280	TUSCALOOSA	TUSCAL RUR	S-216	22.7	27.7	1	0	1	0	30	0.07	14.13	7740
281	TUSCALOOSA	TUSCAL RUR	S-216	5.9	10.9	1	0	1	0	30	0.11	8.76	4800
282	LAWRENCE	LAWREN RUR	S-101	20.7	25.7	2	0	2	0	30	0.32	6.22	3410
283	MORGAN	MORGAN RUR	S-67	43.4	48.4	1	0	1	0	30	0.02	47.19	25860
284	MORGAN	MORGAN RUR	S-67	22	27	1	0	1	0	30	0.12	8.5	4660
285	HOUSTON	HOUSTO RUR	S-52	79	84	1	0	1	0	30	0.12	8.45	4630
286	HOUSTON	HOUSTO RUR	S-52	72.8	77.8	1	0	1	0	30	0.11	9.13	5000
287	DALE	DALE RUR	S-51	18.5	23.5	1	0	1	0	30	0.72	1.39	760
288	COFFEE	COFFEE RUR	S-51	12.5	17.5	1	0	1	0	30	0.64	1.57	860
289	JACKSON	JACKSO RUR	S-71	5.1	10.1	1	0	1	0	30	0.41	2.46	1350
290	JACKSON	JACKSO RUR	S-71	11.2	16.2	4	0	4	0	30	0.93	4.29	2350
291	JACKSON	JACKSO RUR	S-71	26.2	31.2	2	0	2	0	30	0.28	7.09	3885
292	JACKSON	JACKSO RUR	S-71	31.3	36.3	1	0	1	0	30	0.13	7.77	4260
293	COFFEE	COFFEE RUR	S-87	22.5	27.5	1	0	1	0	30	0.65	1.53	840
294	COFFEE	COFFEE RUR	S-87	36.8	41.8	1	0	1	0	30	0.3	3.29	1800
295	WALKER	WALKER RUR	S-118	38	43	1	0	1	0	30	0.05	19.14	10490
296	WALKER	WALKER RUR	S-118	48.2	53.2	3	0	3	0	30	0	0	0
297	WALKER	WALKER RUR	S-118	53.3	58.3	1	0	1	0	30	0	0	0
298	COFFEE	COFFEE RUR	S-134	11.3	16.3	2	0	2	0	30	0.62	3.23	1770
299	COFFEE	COFFEE RUR	S-134	16.5	21.5	3	0	3	0	30	0.49	6.14	3363
300	DALE	DALE RUR	S-134	39.1	44.1	1	0	1	0	30	0.14	7.04	3860
301	WINSTON	WINSTO RUR	S-195	27.2	32.2	2	0	2	0	30	0.3	6.69	3665

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302	WINSTON	WINSTO RUR	S-195	39.5	44.5	1	0	1	0	30	0.06	17.78	9740
303	MARION	MARION RUR	S-19	13.3	18.3	3	0	3	0	30	1.19	2.52	1380
304	MARION	MARION RUR	S-19	19.1	24.1	1	0	1	0	30	0.77	1.3	710
305	FRANKLIN	FRANKL RUR	S-19	32.2	37.2	1	0	1	0	30	0.29	3.47	1900
306	ESCAMBIA	ESCAMB RUR	S-113	7.8	12.8	2	0	2	0	30	0.26	7.68	4210
307	BALDWIN	BALDWI RUR	S-112	25.2	30.2	2	0	2	0	30	1.16	1.72	945
308	BALDWIN	BALDWI RUR	S-112	6.1	11.1	2	0	2	0	30	1.11	1.81	990
309	ELMORE	ELMORE RUR	S-111	14	19	1	0	1	0	30	0.5	2.01	1100
310	HOUSTON	HOUSTO RUR	S-109	0.5	5.5	1	0	1	0	30	0.16	6.39	3500
311	DALE	DALE RUR	S-105	7	12	3	0	3	0	30	1.24	2.42	1323
312	HOUSTON	HOUSTO RUR	S-95	18.5	23.5	1	0	1	0	30	0.48	2.08	1140
313	CULLMAN	CULLMA RUR	S-91	17.3	22.3	1	0	1	0	30	0.21	4.82	2640
314	GENEVA	GENEVA RUR	S-85	7.1	12.1	2	0	2	0	30	0.61	3.29	1800
315	JACKSON	JACKSO RUR	S-65	16.3	21.3	2	0	2	0	30	1.8	1.11	610
316	JACKSON	JACKSO RUR	S-65	1.1	6.1	3	0	3	0	30	1.14	2.62	1436
317	WASHINGTON	WASHIN RUR	S-56	26.8	31.8	1	0	1	0	30	0.24	4.16	2280
318	WASHINGTON	WASHIN RUR	S-56	4.4	9.4	2	0	2	0	30	0.91	2.2	1205
319	SUMTER	SUMTER RUR	S-39	7.9	12.9	1	0	1	0	30	0.74	1.35	740
320	MORGAN	MORGAN RUR	S-36	34.8	39.8	1	0	1	0	30	0.14	7.17	3930
321	TALLADEGA	TALLADEGA RUR	S-34	8.8	13.8	4	1	3	0	30	0.62	6.44	3530
322	COVINGTON	COVING RUR	S-55	41.3	46.3	2	0	2	0	30	0.3	6.66	3650
323	WASHINGTON	WASHIN RUR	S-57	5.7	10.7	1	0	1	0	30	0.26	3.87	2120
324	WASHINGTON	WASHIN RUR	S-57	15.6	20.6	1	0	1	0	30	0.27	3.72	2040
325	DEKALB	DEKALB RUR	S-68	14	19	4	1	3	0	30	0.5	7.94	4350
326	CHEROKEE	CHEROK RUR	S-68	24.1	29.1	2	0	2	0	30	0.28	7.08	3880
327	LAMAR	LAMAR RUR	S-96	6.3	11.3	2	0	2	0	30	0.49	4.08	2235
328	LAMAR	LAMAR RUR	S-96	20.6	25.6	2	0	2	0	30	0.47	4.29	2350
329	FAYETTE	FAYETT RUR	S-96	26.4	31.4	1	0	1	0	30	0.2	4.96	2720
330	BULLOCK	BULLOC RUR	S-110	23.3	28.3	4	1	3	0	30	0.86	4.64	2545
331	BARBOUR	BARBOU RUR	S-165	3.3	8.3	2	0	2	0	30	0.38	5.26	2880
332	RUSSELL	RUSSELL RUR	S-165	12.4	17.4	1	0	1	0	30	0.12	8.07	4420
333	RUSSELL	RUSSELL RUR	S-165	28.9	33.9	1	0	1	0	30	0.08	12.34	6760
334	MOBILE	MOBILE RUR	S-188	16.7	21.7	1	0	1	0	30	0.23	4.43	2430
335	FRANKLIN	FRANKL RUR	S-247	2.3	7.3	4	0	4	0	30	1.47	2.73	1495

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336	FRANKLIN	FRANKL RUR	S-247	10	15	2	1	1	0	30	0.74	2.72	1490
337	COLBERT	COLBER RUR	S-247	18.7	23.7	1	0	1	0	30	0.3	3.29	1800
338	TALLADEGA	TALLADEGA RUR	S-34	3.5	8.5	5	0	5	0	30	0.69	7.25	3972
339	SAINT CLAIR	ST. CLAIR RUR	S-53	210	215	1	0	1	0	30	0.18	5.71	3130
340	SHELBY	SHELBY RUR	S-53	204.6	209.6	2	0	2	0	30	0.35	5.71	3130
341	MONTGOMERY	MONTGO RUR	S-53	104.1	109.1	2	1	1	0	30	0.06	31.92	17490
342	MONTGOMERY	MONTGO RUR	S-53	98.4	103.4	2	0	2	0	30	0.07	28.09	15390
343	PIKE	PIKE RUR	S-53	80.9	85.9	3	0	3	0	30	0.09	31.97	17516
344	TALLADEGA	TALLADEGA RUR	S-21	238.3	243.3	1	0	1	0	30	0.06	16.04	8790
345	TALLADEGA	TALLADEGA RUR	S-21	225.5	230.5	3	0	3	0	30	0.19	16.01	8770
346	TALLADEGA	TALLADEGA RUR	S-21	214.6	219.6	2	0	2	0	30	0.14	14.05	7700
347	COOSA	COOSA RUR	S-21	201	206	1	0	1	0	30	0.2	4.93	2700
348	LOWNDES	LOWNDESBORO	S-21	115	120	2	0	2	0	30	0.35	5.74	3145
349	MONROE	MONROE RUR	S-21	46	51	2	0	2	0	30	0.35	5.69	3120
350	MONROE	MONROE RUR	S-21	35.3	40.3	3	0	3	0	30	0.18	17.02	9326
351	MONROE	MONROE RUR	S-21	24.8	29.8	2	0	2	0	30	0.29	6.96	3815
352	ESCAMBIA	ESCAMB RUR	S-21	14	19	3	0	3	0	30	0.44	6.79	3720
353	ESCAMBIA	ESCAMB RUR	S-21	8.5	13.5	1	0	1	0	30	0.11	9.03	4950
354	LAUDERDALE	LAUDER RUR	S-17	345	350	1	0	1	0	30	0.18	5.66	3100
355	MARION	MARION RUR	S-17	288.7	293.7	1	0	1	0	30	0.16	6.19	3390
356	MARION	MARION RUR	S-17	282	287	1	0	1	0	30	0.13	7.88	4320
357	MARION	MARION RUR	S-17	270.3	275.3	1	0	1	0	30	0.28	3.6	1970
358	LAMAR	LAMAR RUR	S-17	262.7	267.7	1	0	1	0	30	0.22	4.51	2470
359	LAMAR	LAMAR RUR	S-17	248.9	253.9	1	0	1	0	30	0.15	6.5	3560
360	SUMTER	SUMTER RUR	S-17	148.8	153.8	2	0	2	0	30	1.04	1.92	1050
361	SUMTER	SUMTER RUR	S-17	139.4	144.4	1	0	1	0	30	0.2	5.06	2770
362	CHOCTAW	CHOCTA RUR	S-17	119.1	124.1	1	0	1	0	30	0.36	2.77	1520
363	CHOCTAW	CHOCTA RUR	S-17	100.1	105.1	2	0	2	0	30	0.38	5.32	2915
364	WASHINGTON	WASHIN RUR	S-17	42.8	47.8	1	0	1	0	30	0.15	6.59	3610
365	MOBILE	MOBILE RUR	S-17	17	22	3	1	2	0	30	0.32	9.46	5183
366	BARBOUR	BARBOU RUR	S-6	228	233	1	0	1	0	30	0.31	3.18	1740
367	BULLOCK	BULLOC RUR	S-6	217.5	222.5	1	0	1	0	30	0.35	2.83	1550
368	BULLOCK	BULLOC RUR	S-6	203.1	208.1	1	0	1	0	30	0.13	7.48	4100
369	BULLOCK	BULLOC RUR	S-6	195.8	200.8	1	0	1	0	30	0.12	8.1	4440

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370	MONTGOMERY	MONTGO RUR	S-6	171.1	176.1	2	0	2	0	30	0.12	16.91	9265
371	CHOCTAW	CHOCTA RUR	S-12	19.1	24.1	1	0	1	0	30	0.47	2.12	1160
372	HENRY	HENRY RUR	S-10	220.9	225.9	1	0	1	0	30	0.22	4.47	2450
373	BARBOUR	BARBOU RUR	S-10	197.5	202.5	1	0	1	0	30	0.55	1.81	990
374	PIKE	PIKE RUR	S-10	159.9	164.9	1	0	1	0	30	0.19	5.37	2940
375	BUTLER	BUTLER RUR	S-10	118.5	123.5	2	0	2	0	30	0.31	6.47	3545
376	WILCOX	WILCOX RUR	S-10	98	103	1	0	1	0	30	0.68	1.48	810
377	WILCOX	WILCOX RUR	S-10	80	85	2	0	2	0	30	0.33	6	3290
378	MARENGO	MARENG RUR	S-10	49.9	54.9	3	0	3	0	30	1.18	2.54	1390
379	MARENGO	MARENG RUR	S-10	41.1	46.1	3	0	3	0	30	0.6	5.01	2743
380	MARENGO	MARENG RUR	S-10	34.2	39.2	2	0	2	0	30	0.42	4.72	2585
381	CHOCTAW	CHOCTA RUR	S-10	24.8	29.8	2	0	2	0	30	0.35	5.76	3155
382	CHEROKEE	CHEROK RUR	S-9	268.4	273.4	1	0	1	0	30	0.09	11.44	6270
383	CHEROKEE	CHEROK RUR	S-9	249.5	254.5	2	0	2	0	30	0.35	5.65	3095
384	CALHOUN	CALHOU RUR	S-9	232.6	237.6	1	0	1	0	30	0.23	4.34	2380
385	CALHOUN	CALHOU RUR	S-9	226.4	231.4	3	0	3	0	30	0.69	4.34	2380
386	CLAY	CLAY RUR	S-9	171	176	1	0	1	0	30	0.36	2.76	1510
387	SAINT CLAIR	ST. CLAIR RUR	S-53	227.6	232.6	1	0	1	0	30	0.17	5.77	3160
388	SAINT CLAIR	ST. CLAIR RUR	S-53	243.3	248.3	3	0	3	0	30	0.4	7.43	4070
389	BLOUNT	BLOUNT RUR	S-53	252.4	257.4	1	0	1	0	30	0.06	15.77	8640
390	BLOUNT	BLOUNT RUR	S-53	270.5	275.5	1	0	1	0	30	0.14	7.35	4030
391	BLOUNT	BLOUNT RUR	S-53	277	282	2	0	2	0	30	0.26	7.72	4230
392	MARSHALL	MARSHA RUR	S-53	292.8	297.8	1	0	1	0	30	0.05	19.6	10740
393	MORGAN	MORGAN RUR	S-53	299	304	4	0	4	0	30	0.13	31.41	17212
394	MORGAN	MORGAN RUR	S-53	305	310	3	0	3	0	30	0.08	39.35	21560
395	MADISON	MADISO RUR	S-53	332.1	337.1	4	0	4	0	30	0.29	13.78	7550
396	COVINGTON	COVING RUR	S-9	12.7	17.7	1	0	1	0	30	0.21	4.8	2630
397	CRENSHAW	CRENSH RUR	S-9	72.4	77.4	1	0	1	0	30	0.11	9.14	5010
398	MONTGOMERY	MONTGO RUR	S-9	77.8	82.8	1	0	1	0	30	0.17	5.91	3240
399	MONTGOMERY	MONTGO RUR	S-9	84	89	1	0	1	0	30	0.16	6.3	3450
400	MONTGOMERY	MONTGO RUR	S-9	89.2	94.2	3	1	2	0	30	0.36	8.37	4586
401	MONTGOMERY	MONTGO RUR	S-9	113.9	118.9	2	0	2	0	30	0.03	57.56	31540
402	ELMORE	ELMORE RUR	S-9	128.1	133.1	1	0	1	0	30	0.09	10.93	5990
403	COOSA	COOSA RUR	S-9	140.1	145.1	1	0	1	0	30	0.17	6.02	3300

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404	MARENGO	MARENG RUR	S-69	72.5	77.5	1	0	1	0	30	0.28	3.6	1970
405	MARENGO	MARENG RUR	S-69	66.7	71.7	1	0	1	0	30	0.25	3.96	2170
406	MARENGO	MARENG RUR	S-69	58.1	63.1	1	0	1	0	30	0.51	1.95	1070
407	MARENGO	MARENG RUR	S-69	50.6	55.6	2	0	2	0	30	2.15	0.93	510
408	LIMESTONE	LIMEST RUR	S-3	362.6	367.6	1	0	1	0	30	0.04	27.98	15330
409	CULLMAN	CULLMA RUR	S-3	331.7	336.7	1	0	1	0	30	0.08	11.9	6520
410	BLOUNT	BLOUNT RUR	S-3	310.4	315.4	1	0	1	0	30	0.18	5.42	2970
411	CHILTON	CHILTO RUR	S-3	233.4	238.4	2	0	2	0	30	0.19	10.76	5895
412	CHILTON	CHILTO RUR	S-3	225	230	2	0	2	0	30	0.15	13.07	7160
413	CHILTON	CHILTO RUR	S-3	215.5	220.5	1	0	1	0	30	0.08	12.43	6810
414	AUTAUGA	AUTAUG RUR	S-3	199.9	204.9	3	0	3	0	30	0.5	6	3290
415	MONTGOMERY	MONTGO RUR	S-3	164	169	3	0	3	0	30	0.46	6.48	3553
416	CONECUH	CONECU RUR	S-3	92.7	97.7	1	0	1	0	30	0.16	6.31	3460
417	CONECUH	CONECU RUR	S-3	86.8	91.8	4	1	3	0	30	0.72	5.55	3040
418	ESCAMBIA	ESCAMB RUR	S-3	59.1	64.1	2	0	2	0	30	0.18	11.06	6060
419	ESCAMBIA	ESCAMB RUR	S-3	52.2	57.2	1	0	1	0	30	0.16	6.28	3440
420	BALDWIN	BALDWI RUR	S-3	33	38	2	0	2	0	30	0.24	8.43	4620
421	BALDWIN	BALDWI RUR	S-3	5.1	10.1	1	0	1	0	30	0.07	14.8	8110
422	MADISON	MADISO RUR	S-1	352.8	357.8	1	0	1	0	30	0.05	18.36	10060
423	MADISON	MADISO RUR	S-1	317.9	322.9	2	0	2	0	30	0.09	22.47	12310
424	MARSHALL	MARSHA RUR	S-1	304.6	309.6	1	0	1	0	30	0.05	18.76	10280
425	CALHOUN	CALHOU RUR	S-1	242	247	6	0	6	0	30	0.24	24.75	13563
426	CALHOUN	CALHOU RUR	S-1	233.1	238.1	4	0	4	0	30	0.09	46.07	25242
427	CLEBURNE	CLEBUR RUR	S-1	220.2	225.2	1	0	1	0	30	0.11	9.25	5070
428	RANDOLPH	RANDOLPH RUR	S-1	196.4	201.4	1	0	1	0	30	0.15	6.77	3710
429	CHAMBERS	CHAMBERS RUR	S-1	172.9	177.9	3	0	3	0	30	0.33	9.01	4936
430	CHAMBERS	CHAMBERS RUR	S-1	163.6	168.6	2	0	2	0	30	0.32	6.34	3475
431	CHAMBERS	CHAMBERS RUR	S-1	154.1	159.1	2	0	2	0	30	0.29	6.86	3760
432	RUSSELL	RUSSELL RUR	S-1	91.4	96.4	5	1	4	0	30	0.37	13.34	7308
433	BARBOUR	BARBOU RUR	S-1	77.5	82.5	1	0	1	0	30	0.1	9.6	5260
434	BARBOUR	BARBOU RUR	S-1	57.6	62.6	1	0	1	0	30	0.06	15.6	8550
435	HENRY	HENRY RUR	S-1	46.6	51.6	1	0	1	0	30	0.06	15.86	8690
436	MONTGOMERY	MONTGO RUR	S-6	164	169	4	0	4	0	30	0.13	31.94	17500
437	AUTAUGA	AUTAUG RUR	S-6	134.5	139.5	2	0	2	0	30	0.19	10.56	5785



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438	AUTAUGA	AUTAUG RUR	S-6	123.9	128.9	2	0	2	0	30	0.32	6.18	3385
439	CHILTON	CHILTO RUR	S-6	108.2	113.2	1	0	1	0	30	0.18	5.55	3040
440	BIBB	BIBB RUR	S-6	71.9	76.9	2	0	2	0	30	0.18	11.24	6160
441	TUSCALOOSA	TUSCAL RUR	S-6	38.8	43.8	2	0	2	0	30	0.06	32.77	17955
442	TUSCALOOSA	TUSCAL RUR	S-6	33.2	38.2	4	0	4	0	30	0.16	24.25	13290
443	LAUDERDALE	LAUDER RUR	S-13	335.8	340.8	1	0	1	0	30	0.11	9.05	4960
444	LAUDERDALE	LAUDER RUR	S-13	329.8	334.8	2	0	2	0	30	0.15	13.36	7320
445	FRANKLIN	FRANKL RUR	S-13	292	297	1	0	1	0	30	0.05	20.11	11020
446	MARION	MARION RUR	S-13	273.3	278.3	1	0	1	0	30	0.1	10.15	5560
447	FAYETTE	FAYETT RUR	S-13	236.1	241.1	1	0	1	0	30	0.46	2.19	1200
448	TUSCALOOSA	TUSCAL RUR	S-13	211.9	216.9	3	0	3	0	30	0.3	10.17	5570
449	TUSCALOOSA	TUSCAL RUR	S-13	206	211	2	0	2	0	30	0.11	18.07	9900
450	GREENE	GREENE RUR	S-13	159.1	164.1	1	0	1	0	30	0.15	6.77	3710
451	GREENE	GREENE RUR	S-13	145.2	150.2	2	0	2	0	30	0.33	6.09	3335
452	HALE	HALE RUR	S-69	104.7	109.7	2	0	2	0	30	0.3	6.6	3615
453	HALE	HALE RUR	S-69	110	115	2	0	2	0	30	0.24	8.39	4600
454	HALE	HALE RUR	S-69	115.3	120.3	2	0	2	0	30	0.31	6.41	3515
455	TUSCALOOSA	TUSCAL RUR	S-69	170.5	175.5	1	0	1	0	30	0.3	3.32	1820
456	WALKER	WALKER RUR	S-69	190.9	195.9	1	0	1	0	30	0.16	6.26	3430
457	WALKER	WALKER RUR	S-69	208.3	213.3	2	0	2	0	30	0.22	9.03	4950
458	CULLMAN	CULLMA RUR	S-69	218.5	223.5	3	0	3	0	30	0.55	5.46	2990
459	CULLMAN	CULLMA RUR	S-69	230.9	235.9	4	1	3	0	30	0.28	14.14	7750
460	CULLMAN	CULLMA RUR	S-69	250.1	255.1	2	0	2	0	30	0.16	12.33	6755
461	MARSHALL	MARSHA RUR	S-69	271.9	276.9	4	0	4	0	30	0.27	14.99	8215
462	MOBILE	MOBILE RUR	S-13	17.6	22.6	3	0	3	0	30	0.11	27.41	15020
463	MOBILE	MOBILE RUR	S-13	29.4	34.4	3	1	2	0	30	0.15	19.8	10850
464	WASHINGTON	WASHIN RUR	S-13	44	49	1	0	1	0	30	0.07	14.47	7930
465	CLARKE	CLARKE RUR	S-13	82.8	87.8	3	0	3	0	30	0.19	15.42	8450
466	CLARKE	CLARKE RUR	S-13	94.9	99.9	1	0	1	0	30	0.12	8.03	4400
467	MARENGO	MARENG RUR	S-13	112.8	117.8	2	0	2	0	30	0.4	4.95	2710
468	MARENGO	MARENG RUR	S-13	127.2	132.2	1	0	1	0	30	0.14	6.92	3790
469	DALLAS	DALLAS RUR	S-22	27.3	32.3	3	0	3	0	30	0.21	14.45	7916
470	CHILTON	CHILTO RUR	S-22	52.9	57.9	1	0	1	0	30	0.16	6.41	3510
471	PERRY	PERRY RUR	S-14	90.5	95.5	3	0	3	0	30	1.64	1.83	1000

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472	HALE	HALE RUR	S-14	69.3	74.3	2	0	2	0	30	0.54	3.73	2045
473	HALE	HALE RUR	S-14	61.2	66.2	3	0	3	0	30	0.75	3.98	2180
474	GREENE	GREENE RUR	S-14	40.1	45.1	2	0	2	0	30	0.47	4.29	2350
475	PICKENS	PICKENS RUR	S-14	10.7	15.7	3	0	3	0	30	0.84	3.56	1953
476	CHILTON	CHILTO RUR	S-22	59.9	64.9	1	0	1	0	30	0.15	6.66	3650
477	RUSSELL	RUSSELL RUR	S-8	202.9	207.9	3	0	3	0	30	0.25	12.2	6683
478	LEE	LEE RUR	S-8	190	195	4	0	4	0	30	0.76	5.26	2882
479	CHILTON	CHILTO RUR	S-22	75.8	80.8	1	0	1	0	30	0.29	3.45	1890
480	COOSA	COOSA RUR	S-22	87.6	92.6	1	0	1	0	30	0.36	2.81	1540
481	COOSA	COOSA RUR	S-22	108.2	113.2	2	0	2	0	30	0.26	7.74	4240
482	MACON	MACON RUR	S-8	165.3	170.3	2	0	2	0	30	0.39	5.13	2810
483	TALLAPOOSA	TALLAP RUR	S-22	123.4	128.4	3	0	3	0	30	0.47	6.38	3493
484	MONTGOMERY	MONTGO RUR	S-8	124.5	129.5	1	0	1	0	30	0.04	28.52	15630
485	LOWNDES	LOWNDESBORO	S-8	117.5	122.5	2	0	2	0	30	0.09	21.44	11750
486	LOWNDES	LOWNDESBORO	S-8	100.3	105.3	3	0	3	0	30	0.21	14.46	7923
487	CHAMBERS	CHAMBERS RUR	S-22	144.5	149.5	2	0	2	0	30	0.84	2.37	1300
488	DALLAS	DALLAS RUR	S-8	92.4	97.4	4	0	4	0	30	0.27	14.93	8180
489	ESCAMBIA	ESCAMB RUR	S-15	5.4	10.4	2	0	2	0	30	0.95	2.1	1150
490	ESCAMBIA	ESCAMB RUR	S-15	15.1	20.1	1	0	1	0	30	0.28	3.61	1980
491	DALLAS	DALLAS RUR	S-8	85.9	90.9	4	0	4	0	30	0.15	26.63	14590
492	COVINGTON	COVING RUR	S-15	23.8	28.8	4	1	3	0	30	2.11	1.9	1040
493	ETOWAH	ETOWAH RUR	S-74	123.5	128.5	1	0	1	0	30	0.07	14.62	8010
494	ETOWAH	ETOWAH RUR	S-74	136.2	141.2	1	0	1	0	30	0.04	24.09	13200
495	ETOWAH	ETOWAH RUR	S-74	142.1	147.1	3	0	3	0	30	0.36	8.38	4593
496	ETOWAH	ETOWAH RUR	S-74	148.3	153.3	1	0	1	0	30	0.16	6.17	3380
497	ETOWAH	ETOWAH RUR	S-74	116.7	121.7	3	0	3	0	30	0.26	11.54	6323
498	CALHOUN	CALHOU RUR	S-74	154	159	1	0	1	0	30	0.15	6.57	3600
499	BLOUNT	BLOUNT RUR	S-74	111	116	1	0	1	0	30	0.1	9.53	5220
500	COLBERT	COLBER RUR	S-2	1.1	6.1	2	0	2	0	30	0.14	14.49	7940
501	COLBERT	COLBER RUR	S-2	15.2	20.2	4	0	4	0	30	0.15	26.93	14755
502	BLOUNT	BLOUNT RUR	S-74	101.5	106.5	1	0	1	0	30	0.09	11.73	6430
503	COLBERT	COLBER RUR	S-2	21	26	1	0	1	0	30	0.03	31.1	17040
504	CULLMAN	CULLMA RUR	S-74	87.4	92.4	1	0	1	0	30	0.08	12.5	6850
505	CULLMAN	CULLMA RUR	S-74	64.1	69.1	1	0	1	0	30	0.12	8.61	4720

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506	LAUDERDALE	LAUDER RUR	S-2	58.5	63.5	3	0	3	0	30	0.15	19.97	10940
507	WINSTON	WINSTO RUR	S-74	50.2	55.2	3	1	2	0	30	0.46	6.45	3536
508	WINSTON	WINSTO RUR	S-74	44.2	49.2	2	0	2	0	30	0.27	7.37	4040
509	WINSTON	WINSTO RUR	S-74	34	39	4	1	3	0	30	0.91	4.39	2407
510	MADISON	MADISO RUR	S-2	89.5	94.5	1	0	1	0	30	0.01	66.8	36600
511	ELMORE	ELMORE RUR	S-14	174	179	4	1	3	0	30	0.35	11.32	6205
512	DALLAS	DALLAS RUR	S-22	6.6	11.6	2	0	2	0	30	0.39	5.09	2790
513	DALLAS	DALLAS RUR	S-22	16.7	21.7	1	0	1	0	30	0.12	8.03	4400
514	AUTAUGA	AUTAUG RUR	S-14	148.1	153.1	2	0	2	0	30	0.16	12.25	6710
515	AUTAUGA	AUTAUG RUR	S-14	136.3	141.3	1	0	1	0	30	0.19	5.22	2860
516	DALLAS	DALLAS RUR	S-14	125.7	130.7	1	0	1	0	30	0.14	7.03	3850
517	PERRY	PERRY RUR	S-14	96.8	101.8	1	0	1	0	30	0.9	1.11	610
518	MACON	MACON RUR	S-15	157.6	162.6	2	0	2	0	30	0.42	4.73	2590
519	COFFEE	COFFEE RUR	S-12	169.4	174.4	1	0	1	0	30	0.12	8.39	4600
520	CHAMBERS	CHAMBERS RUR	S-15	209.5	214.5	1	0	1	0	30	0.02	48.27	26450
521	COVINGTON	COVING RUR	S-12	154.7	159.7	1	0	1	0	30	0.26	3.81	2090
522	CONECUH	CONECU RUR	S-12	119.5	124.5	1	0	1	0	30	0.24	4.09	2240
523	CONECUH	CONECU RUR	S-12	85.8	90.8	3	0	3	0	30	0.56	5.38	2946
524	MONROE	MONROE RUR	S-12	78.7	83.7	2	0	2	0	30	0.18	10.95	6000
525	MONROE	MONROE RUR	S-12	72	77	2	0	2	0	30	0.27	7.39	4050
526	WILCOX	WILCOX RUR	S-5	13	18	1	0	1	0	30	0.2	4.95	2710
527	MONROE	MONROE RUR	S-12	66.4	71.4	2	0	2	0	30	0.27	7.48	4100
528	DALLAS	DALLAS RUR	S-5	41.2	46.2	1	0	1	0	30	0.49	2.04	1120
529	BIBB	BIBB RUR	S-5	102.1	107.1	1	0	1	0	30	0.08	12.05	6600
530	WALKER	WALKER RUR	S-5	158	163	1	0	1	0	30	0.02	48	26300
531	CLARKE	CLARKE RUR	S-12	38.5	43.5	3	0	3	0	30	3.45	0.87	476
532	WALKER	WALKER RUR	S-5	164.4	169.4	1	0	1	0	30	0.02	45.37	24860
533	WALKER	WALKER RUR	S-5	185.3	190.3	1	0	1	0	30	0.12	8.38	4590
534	CLARKE	CLARKE RUR	S-12	31	36	1	0	1	0	30	0.4	2.48	1360
535	WINSTON	WINSTO RUR	S-5	195.6	200.6	1	0	1	0	30	0.11	9.11	4990
536	MARENGO	MARENG RUR	S-25	10.6	15.6	3	0	3	0	30	1.5	2	1096
537	HALE	HALE RUR	S-25	43.1	48.1	1	0	1	0	30	0.46	2.17	1190
538	BIBB	BIBB RUR	S-25	77.3	82.3	2	0	2	0	30	1.74	1.15	630
539	DALLAS	DALLAS RUR	S-8	77.9	82.9	2	0	2	0	30	0.13	15.66	8580

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540	PIKE	PIKE RUR	S-15	117.3	122.3	1	0	1	0	30	0.57	1.75	960
541	BULLOCK	BULLOC RUR	S-15	135.4	140.4	3	0	3	0	30	1.18	2.55	1396
542	HALE	HALE RUR	S-8	42.3	47.3	2	0	2	0	30	0.2	10.21	5595
543	BULLOCK	BULLOC RUR	S-15	144.9	149.9	1	0	1	0	30	0.28	3.56	1950
544	MARENGO	MARENG RUR	S-8	32.5	37.5	1	0	1	0	30	0.08	11.88	6510
545	SUMTER	SUMTER RUR	S-8	14.3	19.3	5	0	5	0	30	0.68	7.38	4046
546	HOUSTON	HOUSTO RUR	S-12	199.4	204.4	4	0	4	0	30	0.15	26.32	14420
547	HOUSTON	HOUSTO RUR	S-12	222.2	227.2	1	0	1	0	30	0.07	13.92	7630
548	MADISON	MADISO RUR	S-53	326.4	331.4	12	0	12	0	28.33	0.49	24.29	13310
549	LIMESTONE	LIMEST RUR	S-2	80.7	85.7	6	0	6	0	28.33	0.19	32.19	17636
550	BALDWIN	BALDWI RUR	S-42	53.9	58.9	6	0	6	0	28.33	0.53	11.24	6160
551	MADISON	MADISO RUR	S-1	347.7	352.7	9	0	9	0	27.78	0.26	34.37	18833
552	CLEBURNE	CLEBUR RUR	S-1	212.7	217.7	4	0	4	0	27.5	0.35	11.38	6235
553	JACKSON	JACKSO RUR	S-2	115.5	120.5	4	0	4	0	27.5	0.16	25.24	13830
554	SHELBY	SHELBY RUR	S-38	17.9	22.9	4	0	4	0	27.5	0.1	38.64	21170
555	LAUDERDALE	LAUDER RUR	S-20	3.4	8.4	4	0	4	0	27.5	0.78	5.15	2820
556	LAWRENCE	LAWREN RUR	S-24	58.3	63.3	8	0	8	0	27.5	0.31	25.47	13957
557	JACKSON	JACKSO RUR	S-117	33.7	38.7	4	0	4	0	27.5	0.76	5.27	2890
558	BALDWIN	BALDWI RUR	S-104	2.9	7.9	4	1	3	0	27.5	0.48	8.29	4540
559	WALKER	WALKER RUR	S-257	5.8	10.8	4	0	4	0	27.5	0.35	11.31	6195
560	PIKE	PIKE RUR	S-53	58.9	63.9	7	0	7	0	27.14	0.3	23.07	12642
561	TUSCALOOSA	TUSCAL RUR	S-6	55.3	60.3	7	0	7	0	27.14	0.32	21.7	11890
562	MOBILE	MOBILE RUR	S-42	14.2	19.2	6	0	6	0	26.67	0.14	44.41	24333
563	LEE	LEE RUR	S-1	119.4	124.4	3	0	3	0	26.67	0.08	35.95	19696
564	TUSCALOOSA	TUSCAL RUR	S-69	132.7	137.7	3	0	3	0	26.67	0.15	20	10960
565	ESCAMBIA	ESCAMB RUR	S-3	73.7	78.7	9	1	8	0	26.67	1.07	8.44	4623
566	CLARKE	CLARKE RUR	S-12	52.1	57.1	3	0	3	0	26.67	0.45	6.73	3690
567	WILCOX	WILCOX RUR	S-28	75.2	80.2	3	0	3	0	26.67	1.07	2.81	1540
568	TUSCALOOSA	TUSCAL RUR	S-69	156.5	161.5	3	0	3	0	26.67	0.49	6.1	3340
569	CLARKE	CLARKE RUR	S-13	67.6	72.6	3	0	3	0	26.67	0.2	15.13	8290
570	MACON	MACON RUR	S-14	201.3	206.3	3	0	3	0	26.67	0.58	5.18	2836
571	ELMORE	ELMORE RUR	S-14	185.3	190.3	3	0	3	0	26.67	0.47	6.33	3470
572	ETOWAH	ETOWAH RUR	S-1	267.8	272.8	6	1	5	0	26.67	0.19	31.09	17033
573	WALKER	WALKER RUR	S-69	183.3	188.3	3	0	3	0	26.67	1.01	2.97	1630

**Top 706 Mileposted Location on State/Federal Routes (5 miles in length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality**

574	CULLMAN	CULLMA RUR	S-69	255.3	260.3	3	0	3	0	26.67	0.29	10.37	5680
575	HALE	HALE RUR	S-69	96.6	101.6	3	0	3	0	26.67	0.81	3.72	2040
576	WALKER	WALKER RUR	S-69	213.4	218.4	3	0	3	0	26.67	0.43	6.93	3796
577	CALHOUN	CALHOU RUR	S-21	276.1	281.1	3	0	3	0	26.67	0.31	9.53	5220
578	MARION	MARION RUR	S-118	33	38	5	0	5	0	26	0.3	16.68	9142
579	MONTGOMERY	MONTGO RUR	S-53	90.5	95.5	5	0	5	0	26	0.19	26.86	14720
580	MADISON	MADISO RUR	S-1	342.7	347.7	5	0	5	0	26	0.12	43.35	23756
581	BALDWIN	BALDWI RUR	S-3	16.5	21.5	4	0	4	0	25	0.17	23.96	13130
582	COOSA	COOSA RUR	S-38	58.5	63.5	4	0	4	0	25	0.16	24.99	13695
583	RUSSELL	RUSSELL RUR	S-1	83.9	88.9	2	0	2	0	25	0.18	11.3	6190
584	RANDOLPH	RANDOLPH RUR	S-22	163	168	4	0	4	0	25	0.85	4.71	2582
585	LEE	LEE RUR	S-1	135	140	2	0	2	0	25	0.07	27.45	15040
586	MADISON	MADISO RUR	S-1	326.8	331.8	2	0	2	0	25	0.05	37.8	20710
587	LAUDERDALE	LAUDER RUR	S-2	49.9	54.9	4	0	4	0	25	0.16	25.03	13712
588	PIKE	PIKE RUR	S-93	3.2	8.2	2	0	2	0	25	0.75	2.66	1455
589	CLARKE	CLARKE RUR	S-69	18.6	23.6	2	0	2	0	25	0.93	2.15	1180
590	SHELBY	SHELBY RUR	S-119	25.8	30.8	2	0	2	0	25	0.07	29.16	15980
591	WASHINGTON	WASHIN RUR	S-13	54.2	59.2	2	0	2	0	25	0.13	15.85	8685
592	MONTGOMERY	MONTGO RUR	S-110	2.9	7.9	2	0	2	0	25	0.39	5.15	2820
593	ELMORE	ELMORE RUR	S-14	166	171	4	0	4	0	25	0.25	15.9	8712
594	SUMTER	SUMTER RUR	S-17	156.7	161.7	2	0	2	0	25	0.89	2.24	1225
595	WASHINGTON	WASHIN RUR	S-17	49.2	54.2	2	0	2	0	25	0.78	2.56	1400
596	RUSSELL	RUSSELL RUR	S-8	209.8	214.8	4	0	4	0	25	0.12	34.05	18655
597	LAWRENCE	LAWREN RUR	S-33	20.9	25.9	2	0	2	0	25	0.34	5.88	3220
598	LEE	LEE RUR	S-14	211.4	216.4	2	0	2	0	25	0.25	8.02	4395
599	RUSSELL	RUSSELL RUR	S-8	197.8	202.8	2	0	2	0	25	0.33	6.1	3340
600	CALHOUN	CALHOU RUR	S-21	262.1	267.1	4	0	4	0	25	0.1	38.53	21110
601	MONTGOMERY	MONTGO RUR	S-6	178.5	183.5	2	0	2	0	25	0.71	2.83	1550
602	MORGAN	MORGAN RUR	S-36	13.6	18.6	4	0	4	0	25	0.57	6.97	3820
603	MONTGOMERY	MONTGO RUR	S-8	150.4	155.4	2	0	2	0	25	0.34	5.93	3250
604	DALLAS	DALLAS RUR	S-41	123.1	128.1	4	0	4	0	25	0.19	21.22	11630
605	BIBB	BIBB RUR	S-6	94	99	2	0	2	0	25	0.35	5.64	3090
606	BALDWIN	BALDWI RUR	S-59	54.7	59.7	4	0	4	0	25	0.73	5.5	3012
607	BALDWIN	BALDWI RUR	S-59	48.5	53.5	2	0	2	0	25	0.17	11.69	6405

**Top 706 Mileposted Location on State/Federal Routes (5 miles in length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality**

608	PIKE	PIKE RUR	S-10	172.5	177.5	2	0	2	0	25	0.06	31.1	17040
609	CHEROKEE	CHEROK RUR	S-35	1.8	6.8	2	0	2	0	25	0.41	4.91	2690
610	CLARKE	CLARKE RUR	S-12	26	31	2	0	2	0	25	0.82	2.43	1330
611	LAMAR	LAMAR RUR	S-18	5.8	10.8	2	0	2	0	25	0.32	6.18	3385
612	BARBOUR	BARBOU RUR	S-51	52.1	57.1	3	0	3	0	23.33	1.64	1.83	1000
613	MARENGO	MARENG RUR	S-28	34.2	39.2	3	0	3	0	23.33	1.32	2.28	1246
614	BULLOCK	BULLOC RUR	S-223	13.5	18.5	3	0	3	0	23.33	1.84	1.63	893
615	TUSCALOOSA	TUSCAL RUR	S-216	16.7	21.7	3	0	3	0	23.33	0.53	5.63	3083
616	BALDWIN	BALDWI RUR	S-42	61.1	66.1	3	0	3	0	23.33	0.18	17.14	9390
617	MARION	MARION RUR	S-118	21.7	26.7	3	0	3	0	23.33	0.25	12.15	6660
618	PIKE	PIKE RUR	S-87	57.2	62.2	3	0	3	0	23.33	0.21	14.33	7853
619	CHILTON	CHILTO RUR	S-155	1	6	3	0	3	0	23.33	0.7	4.31	2360
620	ELMORE	ELMORE RUR	S-63	7.3	12.3	3	0	3	0	23.33	0.5	6.05	3316
621	LIMESTONE	LIMEST RUR	S-2	65.2	70.2	3	0	3	0	23.33	0.12	24.04	13170
622	MADISON	MADISO RUR	S-2	104.2	109.2	3	0	3	0	23.33	0.08	36.48	19990
623	ELMORE	ELMORE RUR	S-111	8.4	13.4	3	0	3	0	23.33	0.49	6.11	3350
624	PICKENS	PICKENS RUR	S-6	27.4	32.4	3	0	3	0	23.33	0.15	20.09	11010
625	AUTAUGA	AUTAUG RUR	S-6	117	122	4	0	4	0	22.5	0.7	5.73	3137
626	LAUDERDALE	LAUDER RUR	S-17	337.1	342.1	4	0	4	0	22.5	0.33	12.15	6657
627	BLOUNT	BLOUNT RUR	S-160	0.3	5.3	4	0	4	0	22.5	0.29	13.6	7450
628	DEKALB	DEKALB RUR	S-68	1.4	6.4	5	0	5	0	22	0.41	12.08	6618
629	BALDWIN	BALDWI RUR	S-3	10.2	15.2	6	0	6	0	21.67	0.24	25.04	13720
630	FAYETTE	FAYETT RUR	S-13	224.9	229.9	2	0	2	0	20	0.36	5.57	3050
631	ESCAMBIA	ESCAMB RUR	S-3	79	84	2	0	2	0	20	0.31	6.53	3580
632	ESCAMBIA	ESCAMB RUR	S-3	65.9	70.9	2	0	2	0	20	0.15	13.61	7460
633	COVINGTON	COVING RUR	S-9	18.3	23.3	1	0	1	0	20	0.12	8.03	4400
634	WALKER	WALKER RUR	S-195	3.9	8.9	4	0	4	0	20	0.35	11.55	6330
635	CLEBURNE	CLEBUR RUR	S-4	187.2	192.2	2	0	2	0	20	0.75	2.68	1470
636	ESCAMBIA	ESCAMB RUR	S-3	43.6	48.6	1	0	1	0	20	0.11	8.8	4820
637	COOSA	COOSA RUR	S-9	157.2	162.2	2	0	2	0	20	0.29	6.78	3715
638	CRENSHAW	CRENSH RUR	S-15	61.5	66.5	1	0	1	0	20	0.37	2.7	1480
639	BALDWIN	BALDWI RUR	S-3	27.1	32.1	1	0	1	0	20	0.15	6.57	3600
640	CLAY	CLAY RUR	S-9	201.3	206.3	2	0	2	0	20	0.43	4.69	2570
641	BUTLER	BUTLER RUR	S-3	140.5	145.5	1	0	1	0	20	0.32	3.12	1710

**Top 706 Mileposted Location on State/Federal Routes (5 miles in length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality**

642	SUMTER	SUMTER RUR	S-7	24.3	29.3	2	0	2	0	20	1.37	1.46	800
643	DALE	DALE RUR	S-105	0	5	2	0	2	0	20	0.35	5.75	3150
644	HENRY	HENRY RUR	S-95	61.6	66.6	1	0	1	0	20	0.24	4.16	2280
645	TALLAPOOSA	TALLAP RUR	S-49	52	57	1	0	1	0	20	0.72	1.39	760
646	COVINGTON	COVING RUR	S-12	127.2	132.2	1	0	1	0	20	0.15	6.66	3650
647	MACON	MACON RUR	S-199	9.8	14.8	1	0	1	0	20	1.27	0.78	430
648	CONECUH	CONECU RUR	S-12	114.2	119.2	1	0	1	0	20	0.26	3.85	2110
649	CLARKE	CLARKE RUR	S-12	59.3	64.3	1	0	1	0	20	0.16	6.44	3530
650	RANDOLPH	RANDOLPH RUR	S-1	201.4	206.4	2	0	2	0	20	0.36	5.57	3050
651	SAINT CLAIR	ST. CLAIR RUR	S-174	5	10	1	0	1	0	20	0.21	4.71	2580
652	RANDOLPH	RANDOLPH RUR	S-1	207.4	212.4	2	0	2	0	20	0.26	7.79	4270
653	FRANKLIN	FRANKL RUR	S-13	299.2	304.2	2	0	2	0	20	0.08	25.77	14120
654	CHAMBERS	CHAMBERS RUR	S-77	9.3	14.3	1	0	1	0	20	0.44	2.28	1250
655	COFFEE	COFFEE RUR	S-167	39.1	44.1	2	0	2	0	20	0.3	6.7	3670
656	PERRY	PERRY RUR	S-5	65.8	70.8	1	0	1	0	20	0.22	4.51	2470
657	BALDWIN	BALDWI RUR	S-59	14	19	1	0	1	0	20	0.02	42.25	23150
658	LOWNDES	LOWNDESBORO	S-21	109.4	114.4	1	0	1	0	20	0.34	2.97	1630
659	MOBILE	MOBILE RUR	S-188	8.5	13.5	2	0	2	0	20	0.07	26.7	14630
660	FAYETTE	FAYETT RUR	S-18	24.2	29.2	1	0	1	0	20	0.22	4.53	2480
661	COLBERT	COLBER RUR	S-184	8.8	13.8	2	0	2	0	20	0.28	7.07	3875
662	MARSHALL	MARSHA RUR	S-79	79.5	84.5	2	0	2	0	20	0.32	6.33	3470
663	SUMTER	SUMTER RUR	S-28	3.3	8.3	1	0	1	0	20	0.4	2.52	1380
664	JEFFERSON	JEFF RUR	S-269	20	25	2	0	2	0	20	0.36	5.56	3045
665	JEFFERSON	JEFF RUR	S-269	5.7	10.7	2	0	2	0	20	0.15	13.12	7190
666	MOBILE	MOBILE RUR	S-16	16.8	21.8	4	0	4	0	20	0.07	55.05	30162
667	SUMTER	SUMTER RUR	S-39	2.1	7.1	1	0	1	0	20	0.72	1.39	760
668	LAWRENCE	LAWREN RUR	S-101	4.8	9.8	1	0	1	0	20	0.33	3.07	1680
669	JEFFERSON	JEFF RUR	S-38	4.5	9.5	2	0	2	0	20	0.02	94.95	52025
670	BULLOCK	BULLOC RUR	S-239	16.8	21.8	1	0	1	0	20	0.93	1.08	590
671	RANDOLPH	RANDOLPH RUR	S-22	151.2	156.2	2	0	2	0	20	0.5	4	2190
672	JACKSON	JACKSO RUR	S-35	44	49	2	0	2	0	20	0.09	22.23	12180
673	GENEVA	GENEVA RUR	S-52	31.9	36.9	1	0	1	0	20	0.07	13.43	7360
674	MOBILE	MOBILE RUR	S-13	10.5	15.5	1	0	1	0	20	0.05	19.22	10530
675	LEE	LEE RUR	S-51	104.5	109.5	1	0	1	0	20	0.43	2.34	1280

**Top 706 Mileposted Location on State/Federal Routes (5 miles in length) in Alabama with 1 or More SHARP Crashes Resulting in Injury or Fatality**

676	CHAMBERS	CHAMBERS RUR	S-1	148.6	153.6	2	0	2	0	20	0.31	6.54	3585
677	WILCOX	WILCOX RUR	S-41	82.7	87.7	1	0	1	0	20	0.36	2.76	1510
678	GREENE	GREENE RUR	S-7	32	37	1	0	1	0	20	0.61	1.64	900
679	BULLOCK	BULLOC RUR	S-110	17.1	22.1	2	0	2	0	20	0.45	4.47	2450
680	TUSCALOOSA	TUSCAL RUR	S-69	138.9	143.9	4	0	4	0	17.5	0.09	44.64	24462
681	DALE	DALE RUR	S-27	49.2	54.2	3	0	3	0	16.67	0.83	3.62	1983
682	BLOUNT	BLOUNT RUR	S-75	39.7	44.7	2	0	2	0	15	0.21	9.54	5225
683	BALDWIN	BALDWI RUR	S-181	1.3	6.3	1	0	1	0	10	0.06	17.03	9330
684	FAYETTE	FAYETT RUR	S-171	31.2	36.2	1	0	1	0	10	0.2	5.02	2750
685	BARBOUR	BARBOU RUR	S-10	204.1	209.1	1	0	1	0	10	0.79	1.26	690
686	BARBOUR	BARBOU RUR	S-10	187.4	192.4	2	0	2	0	10	0.57	3.52	1930
687	PIKE	PIKE RUR	S-10	165	170	2	0	2	0	10	0.28	7.19	3940
688	HALE	HALE RUR	S-61	8.2	13.2	1	0	1	0	10	0.29	3.49	1910
689	BLOUNT	BLOUNT RUR	S-75	29.2	34.2	1	0	1	0	10	0.06	16.99	9310
690	WASHINGTON	WASHIN RUR	S-57	0	5	1	0	1	0	10	0.26	3.83	2100
691	RUSSELL	RUSSELL RUR	S-169	11.1	16.1	1	0	1	0	10	0.24	4.09	2240
692	DEKALB	DEKALB RUR	S-75	108.4	113.4	1	0	1	0	10	0.16	6.13	3360
693	JEFFERSON	JEFF RUR	S-79	14.4	19.4	1	0	1	0	10	0.04	23	12600
694	CLARKE	CLARKE RUR	S-69	10.1	15.1	1	0	1	0	10	0.44	2.26	1240
695	ESCAMBIA	ESCAMB RUR	S-41	9.4	14.4	1	0	1	0	10	0.08	11.83	6480
696	CULLMAN	CULLMA RUR	S-3	320.1	325.1	1	0	1	0	10	0.04	24.35	13340
697	HOUSTON	HOUSTO RUR	S-109	6.6	11.6	1	0	1	0	10	0.12	8.6	4710
698	MONTGOMERY	MONTGO RUR	S-3	174.7	179.7	1	0	1	0	10	0.09	11.72	6420
699	DALLAS	DALLAS RUR	S-8	70.3	75.3	1	0	1	0	10	0.12	8.16	4470
700	CLAY	CLAY RUR	S-77	37	42	1	0	1	0	10	0.35	2.88	1580
701	GENEVA	GENEVA RUR	S-87	4.7	9.7	1	0	1	0	10	0.48	2.08	1140
702	WILCOX	WILCOX RUR	S-10	57.5	62.5	1	0	1	0	10	0.35	2.88	1580
703	MONROE	MONROE RUR	S-136	0.8	5.8	1	0	1	0	10	0.13	7.88	4320
704	WILCOX	WILCOX RUR	S-5	29	34	1	0	1	0	10	0.24	4.12	2260
705	PERRY	PERRY RUR	S-61	2.3	7.3	1	0	1	0	10	0.39	2.56	1400
706	ETOWAH	ETOWAH RUR	S-1	262.1	267.1	1	0	1	0	10	0.02	44.9	24600



## Top 49 Intersection Locations Statewide with 2 or More SHARP Crashes Resulting in Injury or Fatality

### Region Breakdown

Jefferson Region	25.87%
Mobile-Baldwin Region	18.57%
North Region	15.87%
Central Region	11.90%
East Region	6.98%
South East Region	6.83%
West Region	6.83%
North East Region	6.51%
South West Region	0.63%

## Top 49 Intersection Locations Statewide with 2 or More SHARP Crashes Resulting in Injury or Fatality

\*These crashes are those that happened off the state systems and are therefore not mappable at this time.

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Description 1
3	0	3	0	23.33	0	6	MONTGOMERY	MONTGOMERY	8017	4002	EDGEMONT AVE at NORMAN BRIDGE RD
3	1	2	0	30	1	3	MOBILE	MOBILE	6215	2061	DAUPHIN ST at MCGREGOR AVE
3	0	3	0	20	0	4	MONTGOMERY	MONTGOMERY	6009	2936	ANN ST at CHEST-NUT ST
2	0	2	0	15	0	6	HOUSTON	DOTHAN	1179	120	TAYLOR RD at CAMPBELLTON HWY
2	0	2	0	15	0	2	LEE	AUBURN	5047	273	COX ST at MAGNO-LIA AVE WEST
2	1	1	0	40	2	6	MOBILE	MOBILE RUR	7061	6778	ZEIGLER BLVD at CODY RD AT MOBILE CL
2	0	2	0	20	0	4	WINSTON	HALEYVILLE	5151	220	NO DESCRIPTION AVAILABLE
2	0	2	0	25	0	3	MOBILE	MOBILE RUR	1172	7561	BELLINGRATH RD CO 59 at HALF MILE RD/LAURENDINE
2	0	2	0	30	0	3	MORGAN	DECATUR	1004	571	BETTY ST SW at DANVILLE RD
2	0	2	0	20	0	8	MADISON	HUNTSVILLE	7285	2007	DRAKE AVE at PENNY ST SW
2	0	2	0	25	0	3	MORGAN	DECATUR	1004	1848	DANVILLE RD at NO NAME 5597
2	0	2	0	20	0	2	MOBILE	MOBILE	5750	2637	FLEETWOOD DR N at HALLS MILL RD
2	0	2	0	20	0	2	LAUDERDALE	FLORENCE	1092	1178	ERSKIN ST at JACKSON RD
2	1	1	0	35	1	3	DEKALB	FORT PAYNE	5125	132	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	3	MADISON	HUNTSVILLE	6178	3909	MARYMONT DR at MASTIN LAKE RD
2	0	2	0	20	0	5	MOBILE	MOBILE RUR	1338	7832	JEFF HAMILTON RD at LEROY STEVENS RD

## Top 49 Intersection Locations Statewide with 2 or More SHARP Crashes Resulting in Injury or Fatality

2	0	2	0	30	0	3	BALDWIN	BALDWI RUR	1157	7890	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	3	JEFFERSON	BIRMINGHAM	7579	4236	AIRPORT RD at TARRANT-HUFFMAN RD
2	0	2	0	20	0	3	DALLAS	SELMA	5195	1292	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	2	BALDWIN	BALDWI RUR	1081	7905	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	4	DALLAS	DALLAS RUR	5405	7477	NO DESCRIPTION AVAILABLE
2	1	1	0	30	1	4	MOBILE	MOBILE RUR	1172	7648	HALF MILE RD CO 56 at CORNELIUS RD/MATLOCK RD
2	0	2	0	30	0	2	JEFFERSON	BESSEMER	1061	13847	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	2	TALLADEGA	TALLADEGA	5026	8069	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	5	SHELBY	SHELBY RUR	1023	7003	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	2	COLBERT	COLBER RUR	1226	7897	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	2	TUSCALOOSA	TUSCALOOSA	5168	269	15TH ST 5168 at ALA 6 MCFARLAND & 15 ST E
2	0	2	0	30	0	3	AUTAUGA	PRATTVILLE	1002	890	MAIN ST E at MCQUEEN SMITH RD
2	0	2	0	10	0	2	MADISON	HUNTSVILLE	1028	2161	PULASKI PIKE at UNIVERSITY DR
2	0	2	0	20	0	2	MOBILE	MOBILE	1359	1196	COTTAGE HILL RD at UNIVERSITY BLVD
2	0	2	0	20	0	2	MADISON	MADISON	8076	41	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	4	MADISON	HUNTSVILLE	5932	1363	BLEVINS GAP RD at SEQUOYAH TRAIL
2	0	2	0	20	0	2	JEFFERSON	HOOVER	5067	788	LORNA RD at US-31 S OF I-65
2	0	2	0	20	0	2	MOBILE	MOBILE	1346	10272	AIRPORT BLVD at MONTLIMAR AT YES-TER OAKS

## Top 49 Intersection Locations Statewide with 2 or More SHARP Crashes Resulting in Injury or Fatality

2	0	2	0	30	0	2	MADISON	HUNTSVILLE	1305	8017	NO DESCRIPTION AVAILABLE
2	0	2	0	15	0	3	MONTGOMERY	MONTGOMERY	5124	4637	COURT ST S at PATTON AVE
2	0	2	0	20	0	3	MOBILE	MOBILE	1346	2214	AIRPORT BLVD at HILLVIEW RD
2	0	2	0	30	0	2	MOBILE	MOBILE	5985	4446	CATHERINE ST at DAUPHIN ST
2	0	2	0	25	0	4	MONTGOMERY	MONTGOMERY	6012	3538	FAIRVIEW AVE at GASTON AVE
2	0	2	0	30	0	3	MADISON	MADISON	8076	47	NO DESCRIPTION AVAILABLE
2	0	2	0	10	0	3	MADISON	HUNTSVILLE	6211	5573	SHAWMONT DR at BLUE SPRINGS RD
2	0	2	0	20	0	3	MORGAN	DECATUR	5029	683	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	2	MOBILE	MOBILE RUR	1373	10395	OLD PASCAGOULA RD at THREE NOTCH-KRONER RD
2	0	2	0	30	0	4	RUSSELL	PHENIX CIT	5346	878	DOBBS DR at LAKEWOOD DR 5673
2	0	2	0	20	0	2	MOBILE	MOBILE	6235	10242	DAUPHIN ST SER RD S SIDE at SPRINGDALE BLVD
2	1	1	0	40	1	2	MADISON	HUNTSVILLE	6667	2426	OLD MADISON PIKE at WYNN DR
2	0	2	0	15	0	3	MOBILE	MOBILE RUR	8860	9993	SCHILLINGER RD at ZEIGLER BLVD
2	0	2	0	20	0	2	MOBILE	MOBILE	6215	2055	PEMBROCKE AVE at MCGREGOR AVE
2	0	2	0	20	0	3	TUSCALOOSA	TUSCALOOSA	1244	8842	NO DESCRIPTION AVAILABLE

## **Top 93 Segment Locations Statewide with 2 or More SHARP Crashes Resulting in Injury or Fatality**

### **Region Breakdown**

North Region	21.50%
Jefferson Region	17.36%
Central Region	11.43%
Mobile-Baldwin Region	10.21%
South East Region	10.00%
East Region	9.52%
North East Region	8.76%
West Region	7.39%
South West Region	3.82%

## Top 93 Segment Locations Statewide with 2 or More Crashes Resulting in Injury or Fatality

\*These crashes are those that happened off the state systems and are therefore not mappable at this time.

Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Severity	People Killed	People Injured	County	City	Link	Node 1	Node 2	Description 1	Description 2
4	0	4	0	25	0	5	FRANKLIN	FRANKL RUR	1172	7719	7785	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
3	0	3	0	30	0	8	TUSCALOOSA	TUSCAL RUR	1100	7145	10629	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
3	0	3	0	23.33	0	3	JEFFERSON	JEFF RUR	1061	53	13816	OLD TUSCALOOSA HWY-CO 20 at POWER PLANT RD-CO 47	NO DESCRIPTION AVAILABLE
3	1	2	0	36.67	1	4	COOSA	COOSA RUR	1063	7054	7056	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
3	0	3	0	26.67	0	3	ETOWAH	ETOWAH RUR	1269	7813	7815	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
3	1	2	0	30	1	3	ESCAMBIA	ESCAMB RUR	1161	7597	9584	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
3	1	2	0	23.33	1	3	BARBOUR	BARBOU RUR	1044	7195	7201	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
3	0	3	0	30	0	8	MOBILE	MOBILE RUR	1549	12132	12146	HOWELLS FERRY RD CO 599 at PONDEROSA DR N	EICHOLD DR CO 631 at HOWELLS FERRY RD
2	0	2	0	30	0	2	LEE	LEE RUR	1020	7961	7964	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	2	JACKSON	SCOTTSBORO	1203	706	1100	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	2	JACKSON	SCOTTSBORO	1194	678	694	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	6	JACKSON	JACKSO RUR	1255	7404	7405	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	2	AUTAUGA	AUTAUG RUR	1193	7577	7578	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE

### Top 93 Segment Locations Statewide with 2 or More Crashes Resulting in Injury or Fatality

2	0	2	0	30	0	2	ETOWAH	ETOWAH RUR	1014	7057	7058	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	1	1	0	40	1	3	GREENE	GREENE RUR	1060	7598	7599	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	1	1	0	40	1	3	ELMORE	ELMORE RUR	1102	7980	7986	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	2	ELMORE	ELMORE RUR	1161	7879	7886	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	2	MOBILE	MOBILE RUR	1665	8944	42554	CELESTE RD at RADCLIFF RD	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	2	MARION	MARION RUR	1166	7191	7194	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	2	ESCAMBIA	ESCAMB RUR	1154	7116	7117	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	3	CHEROKEE	CHEROK RUR	1195	7483	7494	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	3	CONECUH	CONECU RUR	1095	108	7533	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	4	MOBILE	MOBILE RUR	1637	8995	9012	MASON FERRY RD CO 769 at MCDAVID RD	BOOTHETOWN RD CO 92 at MASON FERRY RD
2	0	2	0	30	0	2	FRANKLIN	FRANKL RUR	1013	7597	7885	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	2	MORGAN	MORGAN RUR	1152	7566	7571	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	2	WASHINGTON	WASHIN RUR	1051	7369	7370	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	3	CHOCTAW	CHOCTA RUR	1087	7310	7663	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE

**Top 93 Segment Locations Statewide with 2 or More Crashes Resulting in Injury or Fatality**

2	0	2	0	30	0	3	JEFFERSON	JEFF RUR	1767	16822	21203	NAIL RD at RIVER RD-CO 134	RIVER RD-CO 77 at GEORGE KEY RD
2	0	2	0	30	0	3	TALLADEGA	TALLADEGA	1008	7079	7127	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	2	CRENSHAW	CRENSH RUR	1167	7354	7355	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	2	COLBERT	COLBER RUR	1179	8143	8144	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	3	MORGAN	MORGAN RUR	1296	8044	8046	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	2	CLAY	CLAY RUR	1156	7721	7727	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	4	CLARKE	CLARKE RUR	1160	7410	7414	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	3	DALLAS	DALLAS RUR	1233	7210	8396	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	4	CHILTON	CHILTO RUR	1291	7890	7897	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	2	TALLAPOOSA	TALLAP RUR	1003	7002	7020	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	2	CULLMAN	CULLMA RUR	1429	28	8373	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	2	MADISON	HUNTSVILLE	5080	1218	1263	NOTTINGHAM LN at TODD MILL RD	HOLDER DR at WEATHERLY RD AT TODD MILL
2	0	2	0	30	0	2	PIKE	TROY	1120	487	497	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	25	0	2	JEFFERSON	HUEYTOWN	1504	14835	14843	NO DESCRIPTION AVAILABLE	15TH ST RD at OVAL MOUNTAIN RD /EZRA RD



**Top 93 Segment Locations Statewide with 2 or More Crashes Resulting in Injury or Fatality**

2	1	1	0	40	1	2	CALHOUN	CALHOU RUR	1217	7174	7182	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	30	0	2	COFFEE	COFFEE RUR	1015	1079	8105	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	30	0	5	MADISON	MADISO RUR	1154	7288	7313	BEECHWOOD ST at W LIMESTONE RD	BOBO RD at WEST LIME- STONE RD
2	0	2	0	25	0	4	MADISON	MADISO RUR	1323	7512	7513	LOCKHART RD at YARBROUGH RD	CARROLL RD at YARBROUGH RD
2	0	2	0	30	0	2	CALHOUN	CALHOU RUR	1141	8269	10760	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	30	0	3	TALLADEGA	TALLADEGA	1107	7176	7201	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	30	0	8	MADISON	MADISO RUR	1272	7727	7740	HOMER NANCE RD at MT CARMEL RD	HOMER NANCE RD at WINCHESTER RD
2	0	2	0	20	0	2	LIMESTONE	ATHENS	1338	424	426	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	30	0	3	LEE	OPELIKA	5339	1057	1402	CHEWACLA RD at S UNI- ROYAL RD	S UNIROYAL RD at WILLIS AV
2	0	2	0	20	0	2	MADISON	MADISO RUR	1309	7848	7894	BROCK RD at STONE DR N JCT	BROCK RD at DAY DR
2	0	2	0	15	0	3	MONTGOM- ERY	MONTGO RUR	1049	7157	7158	BOYD SPRINGS RD at BUTLER MILL RD	BUTLER MILL RD at UNION ACADEMY / ADA RD
2	0	2	0	30	0	5	MOBILE	MOBILE RUR	5167	11012	11013	HAMILTON BLVD at TODD ACRES RD	HAMILTON BLVD at RABBIT CREEK RD
2	0	2	0	30	0	2	CHILTON	CHILTO RUR	1442	8188	8198	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE

**Top 93 Segment Locations Statewide with 2 or More Crashes Resulting in Injury or Fatality**

2	0	2	0	30	0	5	WALKER	JASPER	5350	971	1526	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	30	0	2	MOBILE	MOBILE RUR	2569	8429	8430	DAWES RD CO 33 at DAWES LK RD/SCOTT DAIRY	DAWES RD CO 33 at JOHNSON RD
2	0	2	0	30	0	5	MADISON	MADISO RUR	1154	7311	7313	LOVELESS RD at WEST LIMESTONE RD	BOBO RD at WEST LIME- STONE RD
2	0	2	0	30	0	2	MARSHALL	MARSHA RUR	1014	7824	7848	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	25	0	2	MADISON	MADISO RUR	1322	7884	7887	EVERETT RD at RYLAND PIKE SW JCT	MOONTOWN RD at RY- LAND PIKE
2	0	2	0	30	0	3	MARSHALL	MARSHA RUR	1372	7607	7613	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	30	0	3	MONTGOM- ERY	MONTGO RUR	1097	7279	7324	NO DE- SCRIPTION AVAILABLE	FELDER RD at WASDEN RD
2	0	2	0	30	0	2	LOWNDES	LOWNDES- BOR	1021	7027	7054	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	25	0	2	LAUDERDALE	LAUDER RUR	1092	7202	9724	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	1	1	0	35	1	2	LEE	AUBURN	1082	1637	7191	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	1	1	0	40	1	2	MARSHALL	MARSHA RUR	1044	7327	7347	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	30	0	2	MOBILE	MOBILE RUR	1352	8617	13029	FOSTER RD at TANNER WILLIAMS RD	TANNER WIL- LIAMS RD CO 70 at ZEIGLER BLVD EXT
2	0	2	0	20	0	2	LEE	LEE RUR	1010	7336	7956	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE

**Top 93 Segment Locations Statewide with 2 or More Crashes Resulting in Injury or Fatality**

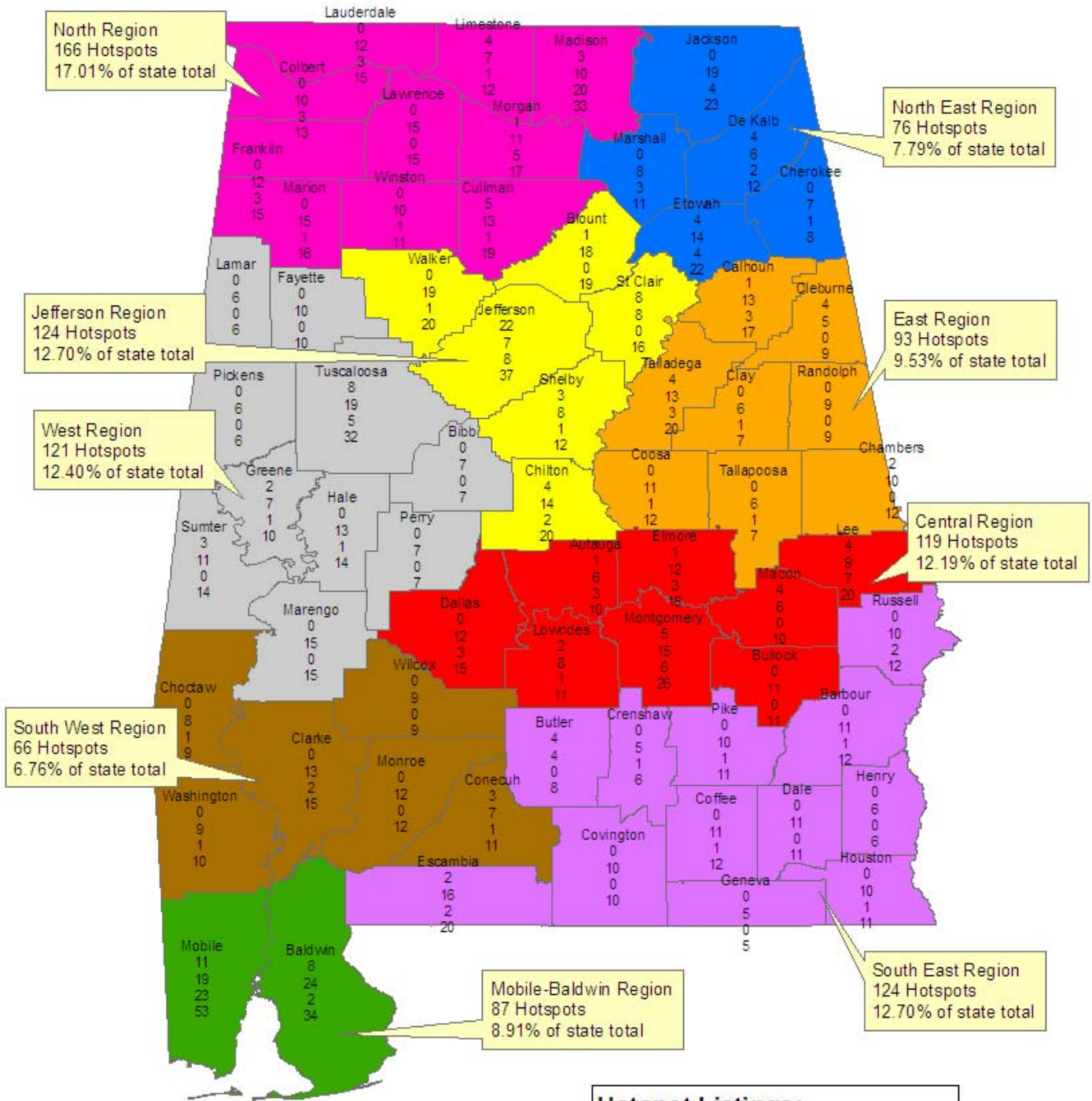
2	0	2	0	30	0	2	JEFFERSON	BESSEMER	1247	657	717	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	30	0	6	MADISON	MADISO RUR	1043	12309	12313	JUSLYN DR at KELLY SPRING RD	CRIMSON LN at KELLY SPRING RD
2	0	2	0	30	0	6	CALHOUN	ANNISTON	5408	1061	1071	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	25	0	3	MOBILE	MOBILE	1346	2139	2142	AIRPORT BLVD at UNIVERSITY BLVD	AIRPORT BLVD at GENERAL BULLARD AVE
2	0	2	0	25	0	3	RUSSELL	RUSSELL RUR	1062	7251	7252	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	30	0	3	HALE	HALE RUR	1259	7021	7024	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	10	0	2	FRANKLIN	FRANKL RUR	1226	7789	7793	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	25	0	2	AUTAUGA	PRATTVILLE	1207	168	396	DURDEN RD at ROY ST	CARGILL RD at DURDEN RD
2	0	2	0	30	0	6	ETOWAH	ETOWAH RUR	1381	7104	7160	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	0	2	0	30	0	3	ELMORE	ELMORE RUR	1425	7645	7651	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	1	1	0	40	1	4	CLARKE	CLARKE RUR	1246	7429	7439	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	1	1	0	40	1	3	MOBILE	MOBILE RUR	1172	7756	7758	BEVERLY RD CO 79 at HALF MILE RD	ARGYLE RD CO 71 at HALF MILE RD
2	0	2	0	30	0	2	COLBERT	COLBER RUR	1054	7092	7106	NO DE- SCRIPTION AVAILABLE	NO DE- SCRIPTION AVAILABLE
2	1	1	0	40	1	2	JEFFERSON	JEFF RUR	1493	12026	12208	BEASLEY DR at WARRIOR RIVER RD-CO 46	NO DE- SCRIPTION AVAILABLE

**Top 93 Segment Locations Statewide with 2 or More Crashes Resulting in Injury or Fatality**

2	0	2	0	20	0	4	MADISON	HUNTSVILLE	6065	967	5657	MANASSAS DR at DEAD END	INDUSTRIAL DR at MERIDIAN ST NW
2	0	2	0	30	0	4	MADISON	HUNTSVILLE	1088	8162	8164	PINEHURST DR at SLAUGHTER RD	HENDERSON RD at ROCKHOUSE RD
2	0	2	0	25	0	2	LEE	LEE RUR	1179	7809	8300	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	1	1	0	35	1	3	LEE	LEE RUR	1179	7800	7898	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	20	0	3	LAUDERDALE	LAUDER RUR	1002	7224	7225	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	1	1	0	40	1	2	JACKSON	PLESNT GRO	1005	7505	8263	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	1	1	0	35	1	4	TUSCALOOSA	TUSCAL RUR	2118	8865	8984	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	25	0	2	ETOWAH	ETOWAH RUR	1302	8070	8084	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	1	1	0	40	1	5	TUSCALOOSA	TUSCAL RUR	1156	7493	7499	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	0	2	0	30	0	3	MADISON	MADISO RUR	1005	7535	40017	NICK DAVIS RD at WALL-TRIANA HWY	AMBERWOOD DR at DEAD END
2	0	2	0	30	0	2	DEKALB	DEKALB RUR	1131	7504	7515	NO DESCRIPTION AVAILABLE	NO DESCRIPTION AVAILABLE
2	1	1	0	40	1	2	MOBILE	MOBILE RUR	1665	9182	11481	CELESTE RD CO 43 at OLD CITRONELLE HWY	CELESTE RD CO 43 at SANDY RIDGE RD

# Hotspot Count and Totals for Crashes in Alabama

(criteria of 1 or more SHARP crashes per 5 miles on mp routes and 2 or more SHARP crashes on non-mp routes)



Statewide Total Hotspots = 976

## Hotspot Count and Totals for Crashes in Alabama

### Region Breakdown

North Region	17.01%
Jefferson Region	12.70%
South East Region	12.70%
West Region	12.40%
Central Region	12.19%
East Region	9.53%
Mobile-Baldwin Region	8.91%
North East Region	7.79%
South West Region	6.76%

## **PART V– PROBLEM SOLUTION PLANS**

In Part III of the HSP, several strategies for the coming year were laid out. Each of these strategies dealt with the operation of the LETS division of ADECA and the focus on SHARP crashes. In this section of the HSP, these strategies will be briefly discussed and the amount of money allotted to each strategy during the coming year will be given.

### **Planning and Administration:**

The Law Enforcement/Traffic Safety (LETS) Division of the Alabama Department of Economic and Community Affairs is charged with implementing the state's highway safety efforts to reduce traffic deaths, injuries and crashes. In order to properly coordinate the efforts from across the state, a certain amount of money is allotted each year for the main offices located in Montgomery, Alabama.

**Total FY2006 Allotment = \$120,000.00**

### **Continuing the nine Community Traffic Safety Program (CTSP) projects:**

In addition to the efforts of the central office in Montgomery, there are nine CTSPs across the state. For the coming year, each CTSP is charged with focusing on the SHARP crash location problem areas for their region. In order to coordinate the efforts within the nine regions a CTSP office is located in each region. Each of these regions is responsible for the problem areas within their region and will supply reports and information back to the central office regarding the efforts taking place within their region.

**Total FY2006 Allotment = \$1,015,581.47**

### **Support the CARE Research & Development Laboratory (CRDL):**

CRDL develops and maintains the CARE program which is the search engine used for all traffic crash and safety analysis done in Alabama. In exchange for the support that CRDL receives from ADECA LETS, CRDL provides ADECA LETS with crash and traffic safety data throughout the year. This includes preparing reports at regular intervals as well as answering any data request from across the state that comes up throughout the year.

**Total FY2006 Allotment = \$197,949.89**

### **Conduct SHARP Special Traffic Enforcement Program (STEP) projects:**

There will be nine local STEP projects during the coming year as well as one statewide STEP project. Each of these STEP projects will focus on SHARP crashes and the problem locations that have been identified across the state. One STEP project will take place in each of the nine CTSP regions and the statewide STEP project will be conducted in conjunction with the Alabama Department of Public Safety. By conducting these STEP projects, additional efforts can be focused on the reduction of alcohol related crashes, speed related crashes and those where the driver/passenger was not properly restrained.

**Total FY2006 Allotment = \$1,000,000.00**

**Continue the Law Enforcement Liaison (LEL) programs:**

LEL programs are in place across the state to act as a liaison between the law enforcement officers and the public. These programs will be continued during the coming year.

**Total FY2006 Allotment = \$352,297.00**

**Statewide “Click It or Ticket” campaign:**

As a part of the nationwide initiative to increase safety belt usage, Alabama will participate in the “Click It or Ticket” campaign. The campaign is centered around the Memorial Day Holiday and has been a highly successful program in years past. Alabama will continue to lend its full support to the program in the coming year.

**Total FY2006 Allotment = \$775,000.00**

**Southeast Region Pick-Up Truck “Click It or Ticket” campaign:**

While the “Click It or Ticket” campaign has been highly successful in the past, the segment of the population that drives pick-up trucks has seemingly been less affected by the campaign. The lack of seat belt use among those driving or riding in pick-up trucks is a particular problem in the Southeastern region of the country. In response to this, Alabama will participate in the Southeast Region Pick-Up truck campaign. This campaign is performed in conjunction with “Click It or Ticket” but focuses solely on those driving pick up trucks.

**Total FY2006 Allotment = \$250,000.00**

**Conduct statewide “You Drink You Drive You Lose” campaign:**

As a part of the NHTSA campaign aimed at reducing fatalities, particularly those caused by drinking and driving, Alabama will conduct a statewide “You Drink You Drive You Lose” campaign. The statewide campaign will mirror the national campaign but will be focused on the problems on the statewide level. Participation in both the “Click It or Ticket” campaign and the “You Drink You Drive You Lose” campaign works hand in hand with the focus on SHARP crashes that Alabama has selected for the coming year.

**Total FY2006 Allotment = \$500,000.00**