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MANPOWER NEEDS

A 20 Year Plan for Georgia State Patrol Field - Enforcement

46740

NCJRS

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ACQUISITIONS

November, 1975

INTRODUCTION

In the past, the Department of Public Safety has determined the need for manpower on the knowledge gained through experiences or by the use of averages compared to other States.

Although experience is an indicator in determining needs to specific and general problems, it does not, in this case, identify the quantity of manpower needed. Nor does it justify the need in quantitative terms.

By using national averages or averages from other States we are in effect inheriting their problems. Since few States, if any at all, have the number of personnel needed to provide maximum service, then the average is below the amount needed from the outset. An informative conversation with most of the representatives from other States will usually yield the fact that they too are to a point where they are not able to provide sufficient service in some areas to meet minimum expectations.

In view of what has previously been mentioned, the Department of Public Safety has attempted to develop quantitative criteria which can be used to identify on a post and statewide basis, the needs in the area of field enforcement personnel.

This effort was in itself unique and difficult since little has been published in the area of manpower formulas for the establishment of personnel needs.

Even though some data used and methods incorporated may be questionable, we feel that it offers more justification than has been provided in past studies in this area.

We also realize that after taking an overall statewide view of the enforcement needs of the Georgia State Patrol in terms of manpower, one must take into consideration various points in order to achieve a fair and realistic approach.

1. Of the 159 counties throughout the State, seven (7) do not require assistance in the area of traffic or crime control as do the others. The main factor influencing this is that the counties or cities in the counties maintain sufficient or near sufficient enforcement personnel capable of dealing with the needs associated with traffic and criminal activity enforcement. Therefore the counties of Bibb (Post 15); Clayton, Dekalb and Fulton (Post 9); Chatham (Post 42); Muscogee (Post 2); and Richmond (Post 25); will not be viewed with the same criteria as the other counties throughout the State.

2. The counties in Post 9's territory are all in the category listed above and will therefore be viewed entirely different than the other post territories.

3. The territory in Post 35, Jekyll Island, is maintained as a different function as compared to the other posts in that it has full jurisdiction over traffic and criminal activities, thus constituting a different approach in view of the manpower needs for its operation.

4. With respect to certain geological, social and economic differences between each county, it is hopeful that a uniform format can be used to determine the needs in terms of manpower and equipment. Several factors must be considered for each county and on a statewide basis so as to insure a fair sample of requirements and expectations placed under the direct and/or indirect control of the Department of Public Safety.

5. Keeping in mind #4 above, certain facts of the Department's operation will be dealt with separately since they are directly associated with the enforcement function. An example of this is the role of Communication Officers throughout the State. If 24-hour communications is to be maintained at each post, then it is relevant to the manpower needs since any difficiency in communications personnel would have to be made up with field enforcement personnel. Therefore the communications function will be considered as a part of the manpower needs, yet separate from the enforcement function.

6. Due to the inconsistency in information, the data used will be, for the most part, from the activities of the Georgia Department of Public Safety.

This will be especially true in those areas where information is gathered irrespective of agency, when the only way to determine the responsibility of local agencies is to subtract the data collected exclusively by the Department of Public Safety.

In order to more clearly identify methods used, footnotes, exhibits, and appendices will be used to explain the methods and source of results on data where feasible.

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ORGANIZATION:

The Department of Public Safety is composed of three Divisions, each of which are dependent upon the other. The three Divisions each has its own directional goals and each has its own function within the Department, both as a separate Division and as a part of the whole Department.

The Georgia State Patrol is primarily considered the Uniform Division empowered to enforcement of the laws set forth in the Department's responsibility of service.

The Staff Services Division is charged with the responsibility of support to the internal operations of the Department. This consists of the services requiring data processing, accounting, printing, and payroll.

The Treasurer Division is responsible for the maintenance of Departmental property, inventory, and approval of Departmental expenditures.

The present organizational chart for the Department of Public Safety to the Division levels is shown in Exhibit I-A1.

Georgia State Patrol Division

This Division is comprised of the six Troop areas made up of individual Patrol Posts which provide territorial enforcement of laws as set forth in State and Federal Legislation.

This Division, shown in Exhibit I-A2 is comprised primarily of sworn uniform officers. The non-sworn positions are concentrated in the sections and units which are responsible for the issuance of drivers license, dispatching or communication services, and various units providing direct support to the Uniform Division.

The Troop areas are composed of from six (6) to eight (8) posts as shown in Exhibit I-A3. It is these posts which we shall address in terms of manpower needs. The needs will be directed to a post by Troop by statewide basis in the area of Troopers and Radio Operators.

As mentioned previously, several posts will be dealt with on a different basis due to the type of service expected from each.

On the State operations as a whole, several factors must be taken into consideration in the area of obligated day-to-day service and service which is not obligated but required.

The requirements for the field enforcement units will be defined in the Operations Section of this Chapter.

EXHIBIT I-A1

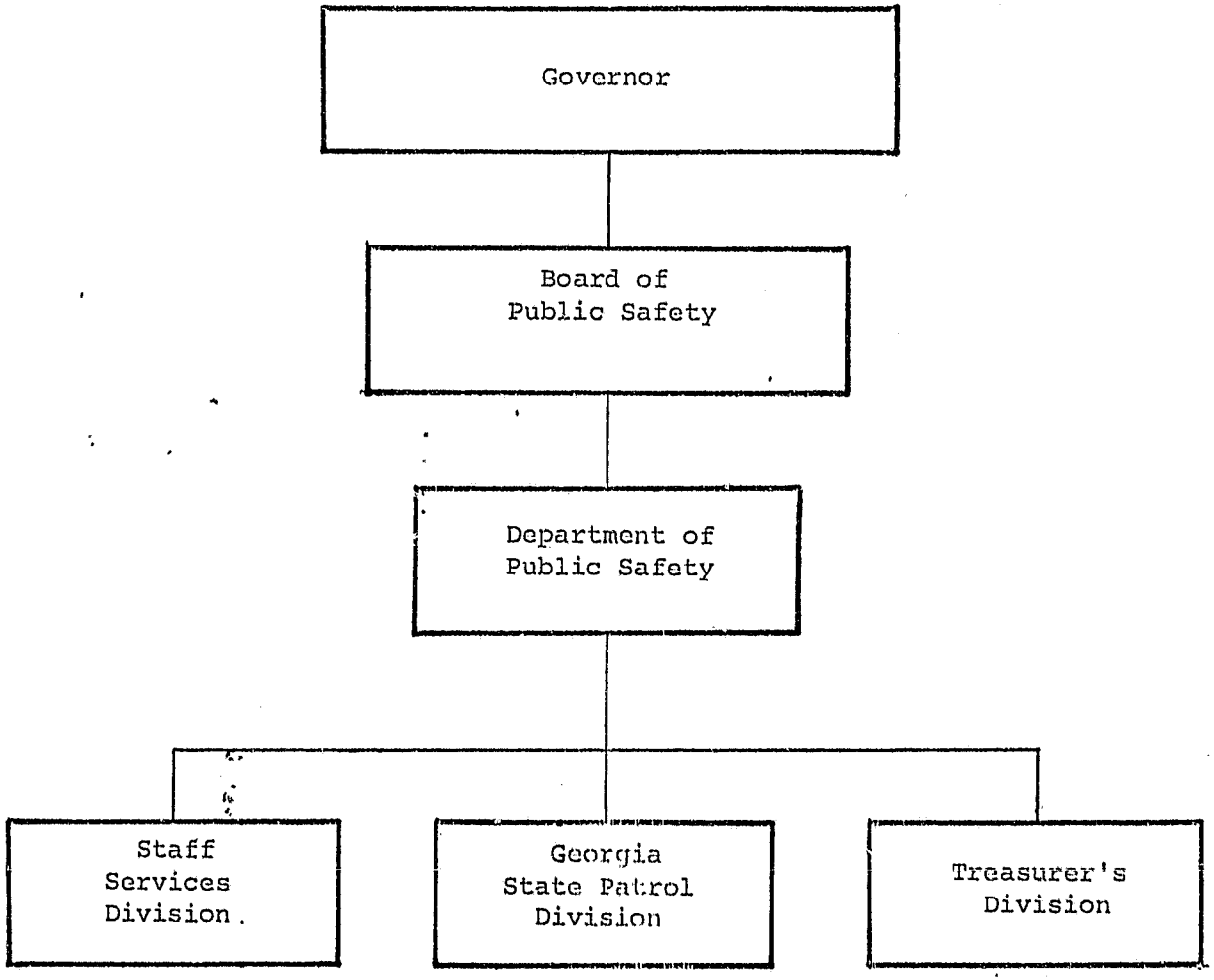

Governor
Board of Public Safety
Department of Public Safety
Staff Services Division
Georgia State Patrol Division
Treasurer's Division

EXHIBIT I-A2

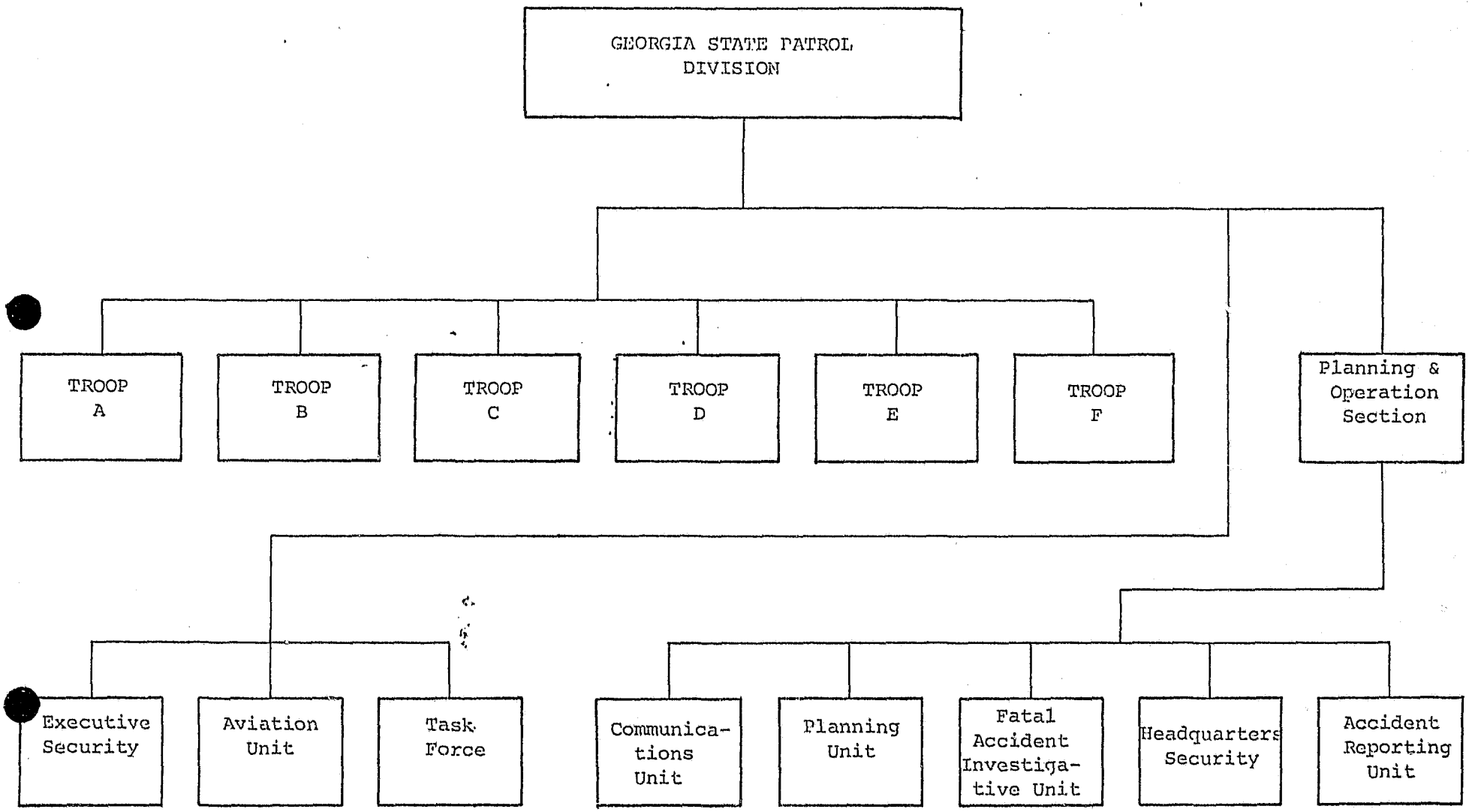
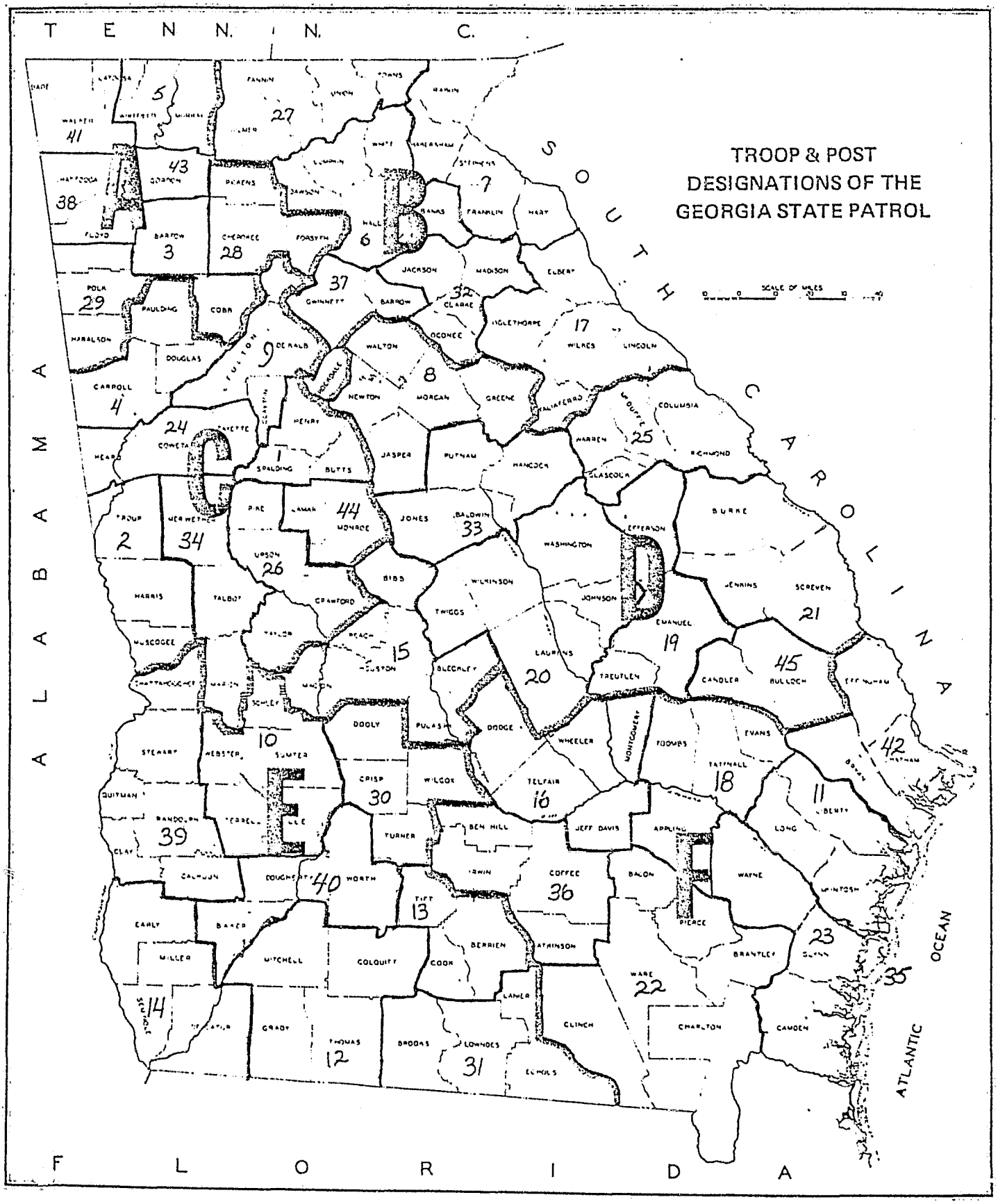

GEORGIA STATE PATROL
DIVISION
TROOP A
TROOP B
TROOP C
TROOP D
TROOP E
TROOP F
Planning & Operation Section
Executive Security
Aviation Unit
Task Force
Communica-tions Unit
Planning Unit
Fatal Accident Investiga-tive Unit
Headquarters Security
Accident Reporting Unit

EXHIBIT I-A3


TROOP & POST
DESIGNATIONS OF THE
GEORGIA STATE PATROL
TENN.
N. C.
S. C.
ALABAMA
FLORIDA
ATLANTIC OCEAN
SCALE OF MILES

Staff Services Division

The Staff Services Division provides a support function for the Department and consists of mostly unsworn, or civilian, personnel.

Exhibit I-A4 shows the three Sections within this Division. Although the Division is not involved in the enforcement of laws as the Georgia State Patrol Division, it is the primary Division providing the functions of accounting, data processing, payroll, printing, and personnel services. These functions are directly supportive of the other two Divisions and require close association from all levels within the Department.

Treasurer's Division

This Division is charged with providing the services in the area of transportation, supply, property, and maintenance as seen in Exhibit I-A5.

The Treasurer is also responsible for the approval of expenditures made by the Department of Public Safety in accordance with the guidelines set forth by the State and the Department.

EXHIBIT I-A4

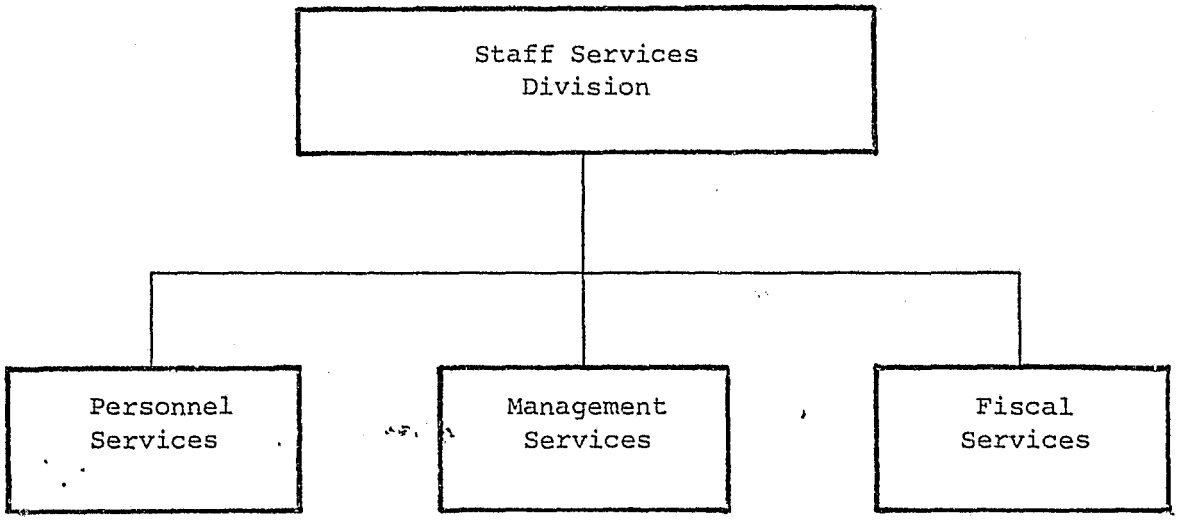
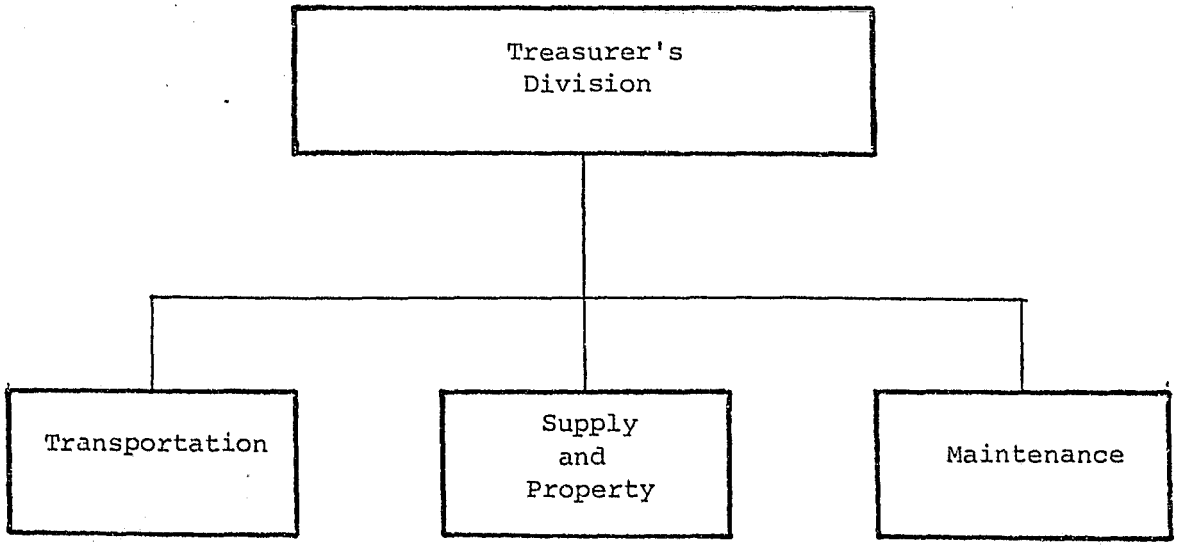


EXHIBIT I-A5



B

Responsibility

The enactment of legislation in 1937 created the Georgia Department of Public Safety for the primary function of

> Saving lives --- that is the vital objective of all the activities of the Highway Patrol and of the laws under which it operates. Its purpose and its policy are not to make trouble for drivers, but to save them from the sort of trouble that ends in disaster and death. It is a friendly area of government, bringing first aid to accident victims but striving above all to prevent accidents by removing their causes.[1]

The function of the Patrol as set forth in 1937 was directed toward the area of traffic safety. However, after four months of operation, December 26, 1937, the Georgia State Patrol had recovered 29 stolen vehicles, saved a home from burning, and had assisted local officials in breaking up several small crime rings.

1. Atlanta Constitution, 1937 (No other Date).

The function at the present date has not changed to any degree through legislation, except in specific areas, nor has the purpose. The demand and expectations, has however, necessitated the need for a more specialized Department with an increased force equipped with modern technological equipment.

The demand has forced the Department to change its tactics in enforcement, recruiting and training, but the one thing which has not changed is the need for a sufficient number of manpower.

The fulfillment of this need is vital if the Department is to adhere to its duties as set forth in the following, taken from Sections of Georgia Laws:

> 92A-239. DUTIES OF STATE PATROL.--It shall be the primary duty of the Uniform Division of the Department of Public Safety to patrol the rural and public roads and highways throughout this State, to prevent, detect and investigate criminal acts, and to arrest and apprehend those charged with committing criminal offenses appertaining thereto, and to safeguard the lives and property of the public. (Acts 1937, pp. 332, 337)
>
> 92A-240. DUTY TO ENFORCE LAW AS TO SIZE, ETC., OF MOTOR VEHICLES.--It shall be the further duty of said Georgia State Patrol to strictly enforce the statute laws of this State as to the length, size and weight of motor vehicles and trailers upon the highways. (Acts 1937, pp. 322, 339)
>
> 92A-241. COOPERATION WITH LAW OFFICERS.--They are empowered to act in cooperation with any other law enforcement agency of this State or of any city, county, or other division thereof, but shall not cooperate with local authorities in preventing the commission of criminal offenses, except on property owned by the State or its departments, bureaus, commissions, or Authorities, other than traffic violations on the roads and highways and related offenses, nor in detecting and apprehending, off of the roads and highways, those charged with other than traffic and related offenses against the criminal laws of this, or any other State, or the United States, without specific authority and direction of the Director of Public Safety. (Acts 1937, pp. 322, 337; 1956, p.

495; 1970, p. 577)

92A-242. ARRESTS: ASSISTANCE TO AUTHORITIES.--They shall not exercise any power of arrest, with the exception herein provided for arrest powers and general law enforcement authority on property owned by the State or its departments, bureaus, commissions, or Authorities, except for offenses arising from violation of the traffic laws, or laws regulating the use, ownership, and control of motor vehicles, or for offenses committed upon the highways of the State: Provided, that upon request of the governing authorities of any municipality, or of the sheriff of any county or of the judge of the superior court of any county of this State or the Governor of this State, the Director of Public Safety, in unusual circumstances, may, and in the case of an order from the Governor of Georgia shall, direct members of the Georgia State Patrol to render assistance in any other criminal case, or in the prevention of violations of law, or in detecting and apprehending those violating any criminal laws of this, or any other State, or the United States.

Notwithstanding the foregoing, it shall be the duty of members of the State Patrol and agents of the Bureau of Investigation to enter any county or incorporated municipality for the purpose of making arrests and otherwise enforcing any law of this State requiring segregation or separation of the white and colored races in any manner or activity, when request therefore is made by any citizen or official of such county or municipality. (Acts 1937, pp. 322, 337; 1950, pp. 77, 78; 1956, pp. 495, 605; 1970, p. 577)

92A-243. ARREST OF FUGITIVES.--The Uniform Division of the Department of Public Safety shall not, however, usurp any of the duties or authority of the sheriffs of this State, or of the police of any incorporated village, town or city, but they shall have the right to make arrests within the corporate limits of any village, town or city in this State where the person or persons committing, or suspected of committing a criminal offense is a fugitive or is likely to be a fugitive on account of a crime committed and the assistance of the officers of the municipality cannot be readily obtained before the escape of the fugitive. (Acts 1937, pp. 322, 337)

92A-244. JURISDICTION: RIOT DUTY: STATE PROPERTY.--The Uniform Division of the Department of Public Safety shall have jurisdiction throughout the State of Georgia and in any county thereof, but they shall not exercise

> any power to suppress rioting or labor strikes or picketing, as provided by law within the limits of an incorporated municipality, or in any county of this State, except upon direction of the Governor of this State on request made by the governing body of such municipality or county.
>
> They are authorized and empowered (a) to arrest any person or persons violating the criminal laws of this State on property owned by the State or its departments, bureaus, commissions, or Authorities; (b) to serve and execute warrants on property owned by the State or its departments, bureaus, commissions, or Authorities; and (c) to enforce in general the criminal laws of this State on property owned by the State or its departments, bureaus, commissions, or Authorities. (Acts 1927, pp. 322, 338; 1970, p. 577).

The extent of compliance to these duties and charges are directly related to the resources available to the Department of Public Safety.

The type of service expected from this Department changes very little from year to year.

However, the demand is directly related to the need, in most cases, requested by local agencies. It is in this area that the Department is lacking to the greatest degree.

It seems unrealistic to attempt to fulfill every need on the local level which can not be met by the local agency. However, to be in a position where the major needs of the people can not be sufficiently dealt with by some agency is of itself against the very purpose for which the Department, and to a degree, what all law enforcement agencies were created.

Even though the responsibility of the "Patrol" appears to be the procedure of riding through a section to observe activity and then control those factors which are in violation of existing laws, However, O. W. Wilson stated, as we have realized through experience, that "the patrol function embraces many other

activities beyond the physical act of patrolling the street. Patrol work involves extensive crime prevention, contacts and duties, criminal investigation, traffic enforcement, and an element of any other line activity carried out by field personnel".[2]

We have found, as did Wilson, that the requirements extend far beyound the apprehension of a violator or the issuance of a ticket.

This point is made with additional value by Raymond E. Clift, formerly a member of the Cincinnati Police Department and the Executive Director of Greater Cincinnati Safety Council. Clift stated:

> Police work, like all service that relates closely to people, is made up of a number of little things, and we should keep these in mind in our patrol activity. We should remember, for example, that major crime is often only the culmination and the end result of a number of minor infractions that have been allowed to go uncorrected, possibly over a number of years. If an alert patrolman had been "on the job" earlier in these matters, perhaps the graver offenses would never have occurred...
>
> ...there is another reason we should constantly review and appraise the objectives of our patrol effort. This is related simply to the matter of economics. Police work is expensive today ... we must reexamine our patrol objectives and methods to be sure that we are getting a return on the investment.
>
> The right objective in all patrol matters ... is the development of a spirit of helpfulness on the part of the public. People must be induced to voluntarily comply with the law for it will never be possible to hire enough policemen to "make" them obey. Moreover, the citizen should be conditioned to acknowledge the authority of the police agency itself, and to give to it the kind of support it needs in a democratic society. ...

2. O. W. Wilson, Police Administration, McGraw-Hill Book Company, New York, N.Y., 1972, p. 319.

> Only a police patrol close to the people, and one which concentrates on stopping the trouble before it starts, can do that ... and that's what we need most in police work today.[3]

This type of approach is probably ideal in many ways and the same can most likely hold true for traffic problems related to enforcement.

Thru all the research available on the patrol function and responsibility, it is a basic understanding that the responsibility is definable, and yet it is not, it is specific, yet it is general.

The Department of Public Safety's responsibility is no exception, not only on a statewide basis, but also within the activities of each post.

It is for this reason that we must define through quantified means, the extent of our responsibility throughout the State, as well as for each individual post area.

3. Samuel G. Chapman, Police Patrol Readings, Charles C. Thomas, Publisher, Springfield, Ill., 1972, p. 50 and 51.

C

OPERATIONS:

The present operations of the Georgia State Patrol Division throughout the State is varied, and yet uniform.

However, each post territory has within, its own unique problems and expectations requiring flexibility in the operation of each Post.

The posts, shown in Exhibit I-C1, are elements of six Troop areas throughout the State, shown in Exhibit I-C2.

Taking into consideration the limits of authority and magnitude of responsibility which must be adhered to, the post operation is the vehicle of the Department of Public Safety for the compliance of directives set forth to and by the Department.

Within the post operations, the patrol function is the primary tool used to carry out the day-to-day duties. Incorporated in this function is the con-

EXHIBIT I-C1

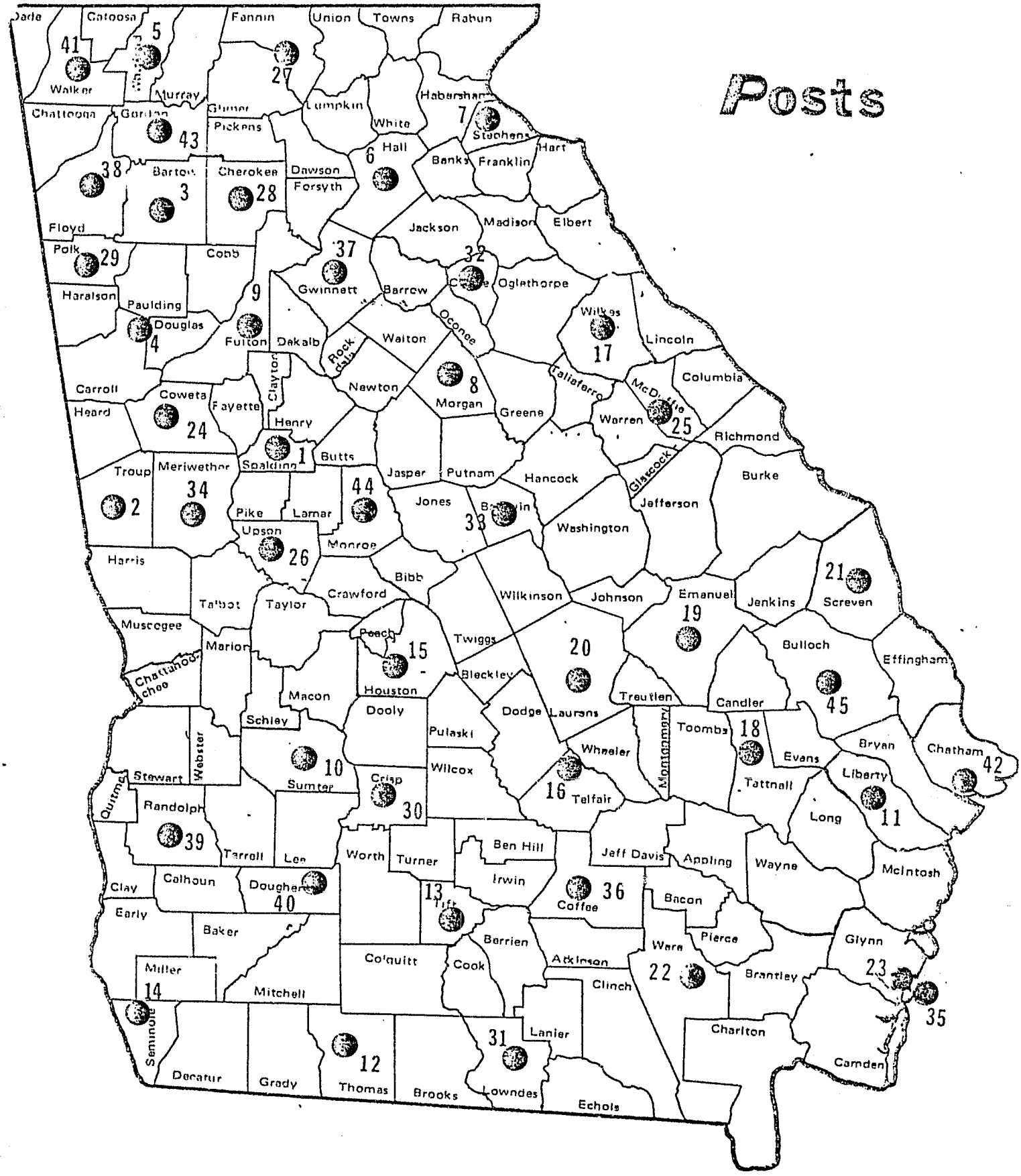
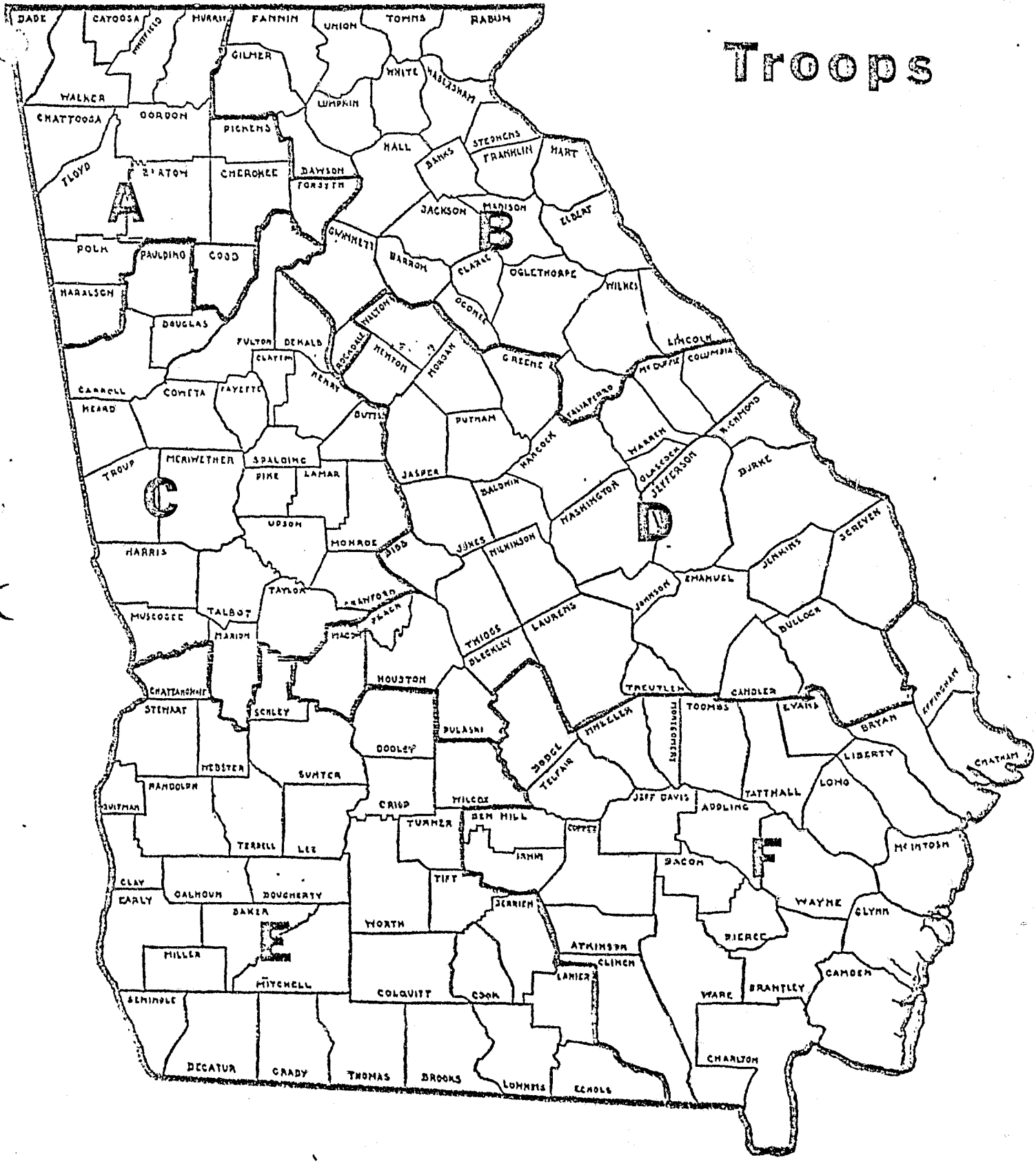

Posts
Dade
Catoosa
Fannin
Union
Towns
Rabun
41
5
27
Walker
Murray
Habersham
Chattooga
Gordon
Gilmer
Lumpkin
White
7
Stephens
43
Pickens
Hall
6
Banks
Franklin
Hart
38
Barton
Cherokee
Dawson
Forsyth
3
28
Floyd
Jackson
Madison
Elbert
Polk
29
Cobb
37
32
Gwinnett
Barrow
Oglethorpe
Haralson
Paulding
9
Douglas
4
Fulton
Dekalb
Walton
Oconee
Wilkes
17
Lincoln
Rockdale
Clayton
Newton
8
Morgan
Taliaferro
Columbia
Carroll
Coweta
Fayette
Heard
24
Henry
Greene
Warren
McDuffie
25
Richmond
1
Spalding
Butts
Troup
Meriwether
Jasper
Putnam
Hancock
Glascock
Burke
2
34
44
Pike
Lamar
Jones
Baldwin
33
Jefferson
Upson
26
Monroe
Washington
Harris
Bibb
21
Talbot
Taylor
Crawford
Wilkinson
Johnson
Emanuel
Jenkins
Screven
Muscogee
Peach
19
Twiggs
Marion
15
20
Bulloch
Effingham
Chattahoochee
Bleckley
Macon
Houston
Treutlen
Candler
45
Dooly
Dodge
Laurens
Schley
Pulaski
Toombs
18
Bryan
Chatham
42
Webster
Wheeler
Montgomery
Evans
10
Wilcox
Stewart
Sumter
Crisp
16
Tattnall
Liberty
Quitman
Randolph
30
Telfair
11
Long
39
Ben Hill
Jeff Davis
Appling
Wayne
McIntosh
Terrell
Lee
Worth
Turner
Irwin
Clay
Calhoun
Dougherty
40
13
Tift
36
Coffee
Bacon
Early
Baker
Berrien
Pierce
Glynn
Ware
Colquitt
Cook
Atkinson
Miller
14
Mitchell
22
Brantley
23
Clinch
35
Seminole
Lanier
Charlton
31
12
Camden
Decatur
Grady
Thomas
Brooks
Lowndes
Echols

EXHIBIT I-C2


Troops
A
B
C
D
E
DADE
CATOOSA
MURRAY
FANNIN
UNION
TOWNS
RABUN
GILMER
WHITE
HABERSHAM
WALKER
CHATTOOGA
GORDON
LUMPKIN
PICKENS
HALL
STEPHENS
FRANKLIN
HART
BANKS
FLOYD
BARTOW
CHEROKEE
DAWSON
FORSYTH
JACKSON
MADISON
ELBERT
GWINNETT
POLK
PAULDING
COBB
BARROW
CLARKE
OGLETHORPE
WILKES
HARALSON
OCONEE
DOUGLAS
WALTON
FULTON
DEKALB
ROCKDALE
NEWTON
MORGAN
GREENE
LINCOLN
COLUMBIA
CLAYTON
HENRY
CARROLL
COWETA
FAYETTE
HEARD
BUTTS
PUTNAM
TALIAFERRO
RICHMOND
WARREN
HANCOCK
GLASCOCK
JEFFERSON
BURKE
TROUP
MERIWETHER
SPALDING
PIKE
LAMAR
JASPER
BALDWIN
WASHINGTON
UPSON
MONROE
BIBB
JONES
WILKINSON
SCREVEN
HARRIS
JENKINS
EMANUEL
TAYLOR
CRAWFORD
PEACH
JOHNSON
MUSCOGEE
TALBOT
MARION
MACON
THIGGS
BLECKLEY
LAURENS
BULLOCH
HOUSTON
CHATTAHOOCHEE
TREUTLEN
CANDLER
STEWART
SCHLEY
PULASKI
MONTGOMERY
TOOMBS
EVANS
BRYAN
EFFINGHAM
DOOLEY
WHEELER
DODGE
TELFAIR
LIBERTY
CHATHAM
WEBSTER
SUMTER
RANDOLPH
QUITMAN
CRISP
WILCOX
JEFF DAVIS
TATTNALL
LONG
TURNER
BEN HILL
COFFEE
ADDLING
TERRELL
LEE
IRWIN
BACON
McINTOSH
CLAY
TIFT
EARLY
CALHOUN
DOUGHERTY
BERRIEN
WAYNE
GLYNN
BAKER
WORTH
PIERCE
ATKINSON
MILLER
CLINCH
LANIER
CAMDEN
MITCHELL
COLQUITT
COOK
WARE
BRANTLEY
SEMINOLE
CHARLTON
DECATUR
GRADY
THOMAS
BROOKS
LOWNDES
ECHOLS

tacts made with the public and obligated activities required either on a day by day basis or as a response to a specific incident.

The basic determinant of the patrol is experience in the area to be patrolled.

The types of patrols conducted are set forth at the post level unless the function is directed on a Troop or Statewide basis.

The Patrol provides for the visibility of a patrol unit, which acts as a source for response, prevention, and deterance.

When viewing the nature of traffic and criminal activities, it seems rational to state that the presence of a visible symbol of enforcement reduces the opportunity and desire to commit an offense knowingly.

However, when the visibility factor is restricted to one location or section, then the preventive factor is also reduced to that particular area. This is to say, that a moving unit has a much larger visibility area than the unit which is continuously at one point for extended periods of time, as is the case when the unit available in a post territory is on patrol working one wreck after another and not having another unit to provide the moving patrol function.

This problem also extends to the point of safety. At the present, if only one unit is on patrol at any one time, then there is an increase in response time to incidents involving the public, and also an increased hazard factor to the Trooper if he is in a situation requiring a back-up unit.

By extending the operations of the Georgia State Patrol to a 24-hour per day service, the number of Troopers per shift in each Post is decreased. This not only decreased in Troopers, or patrol force for each shift, but also de-

creased the number of Radio Operators, or Communication Officers.

The indicators for the present enforcement service are collected in the form of monthly activity reports on a Post by Post basis. By reviewing these factors a picture can be developed as to the type of activities existing throughout the State and the degree of involvement on the part of the Georgia State Patrol.

Exhibit I-C3 shows the projected activity for the six Troop areas for calendar year 1975. This information is based on 8 months of collected data projected for 12 months.

The indicators of service responsibility exists in the following factors. The first figure is the number of incidents and the second figure is hours required.

EXHIBIT I-C3

1.	Response Incidents		
	a. Accidents	20,878	31,277
	b. Aid to other Officers	1,214	2,277
	c. Aid to Travelers	5,466	2,079
	d. Civil Disorder	N/A	2,338
	e. First Aid	109	65
	f. Criminal Activity	1,640	3,527
	g. Disaster Response	N/A	6,518
	h. Relay Blood Medicine	2,323	2,856
	i. Security Hours	N/A	4,387
	j. Traffic Regulations	2,060	5,757
2.	Enforcement Contacts and Obligations		
	a. Traffic Complaints	1,342	1,751
	b. Arrests	179,165	N/A
	c. Warnings	152,347	N/A
	d. Pedestiran Enforcements	1,708	N/A
	e. Court Duty	N/A	6,540
	f. License Pick-up	3,556	3,989
	g. License Hearings	511	554
	h. Searches	233	3,122
	i. Patrol Activity	12,746,678 mil	628,670
	j. Partner Activity	N/A	63,921
	k. Standby Hours	N/A	12,962
	l. Escorts	145	1,088
	m. Radio Operator Hours	N/A	342,294
	n. Road Check Hours	N/A	14,492

3.	Administrative Duty Requirements		
a.	Employment and Personnel Investigation	869	2,839
b.	Administrative, Supervisory and Office Hours	N/A	123,662
c.	Car and Radio Repair Hours	N/A	2,402
d.	Relay Persons and Packages	1,601	2,451
e.	Staff Hours	N/A	3,552
f.	Training Hours	N/A	38,858
g.	Other Hours	N/A	72,456
h.	Other Miles	1,126,226	N/A
i.	Drivers License Detail Hours	N/A	144,401
j.	Inspectional Hours	N/A	7,619
	Total Hours on Duty		1,538,704

The "response incidents" are factors which are not predictable as such. They are factors, or incidents which must be answered, often as soon as possible by the units.

The average number of enforcement personnel available throughout the State for 1975 was 532. This only includes Trooper Cadets, Troopers, Corporals and Sergeants. It does not include Radio Operators, License Examiners, or Troop Officers.

The "enforcement contacts and obligations" are those incidents and factors relevant to the enforcement of traffic and criminal activities. These factors are now met on an "as time allows" basis. Some of the factors are met in the performance of other duties, while others come during routine assignments.

The "administrative duties" are supportive to the activities in the field and relevant to the required response and enforcement functions.

Whatever the factors are, the complexity of operations is continuously increasing, and the demand for faster and more complete operation is stronger.

The shift from a basic two (2) shift per day operation to a three (3) shift per day operation has resulted in an increased workload on the part of local law

enforcement officials and officers. The officials, and officers, were in need of additional assistance prior to the transformation to 24-hour patrol. Now the strain on the local level has increased in that they are having to provide on their own those services once conducted by the State Patrol. In addition, the response by the State Patrol has been reduced since the number of units which once answered calls per shift have decreased due to the inclusion of an additional shift of patrol operation.

The maintenance of the present level of service, with the increase in demand continuing, will result in a further reduction in efficiency and effectiveness on the part of the Georgia State Patrol and local law enforcement agencies.

At the present time 487 uniform members, not counting the Post Commanders, are divided among 45 Patrol Posts and expected to maintain 24-hour patrol and be available for response to emergency incidents. Approximately 71 of these are required to operate the radio since an adequate number of communication officers are not employed. Therefore, there are only approximately 416 Troopers available for deployment on three shifts per day, per year.

With 45 Patrol Posts throughout the State, an average of 9.24 Troopers can be assigned per Post. This would allow for 5.63 men to be available per 24-hours with the factor of 1.64 used as a means of measuring availability (sick, leave, vacation, etc.). This would enable 1.63 men to be available per shift per post, 24-hours per day. Or, 73.35 men working statewide per shift. This, in effect, would mean that each Trooper would be responsible, on a average, for 2.16 counties or an average of 1,222.08 miles of roadway, 788.91 square miles, 66,351.39 people, 46,432.67 registered vehicles, responsive to an average of 4.71 possible accidents, which occur per day and also perform other duties as required per shift, if time allows.

This task is not as harsh as portrayed since approximately 9,115 local law enforcement officers are assigned throughout the State. However, 41 out of 159 counties have 10 or less law enforcement officers and if you do not count the metro counties of Fulton, Gwinnett, Cobb, Dekalb, Clayton, Bibb, Muscogee, Chatham, Dougherty and Richmond, a total of 4,029 local law enforcement officers are available in 149 counties which averages out to 27.04 per county or 9.01 per shift. Using the relief, or availability factor this decreases to 5.49 men per county, per shift. This includes personnel who are sworn that are assigned to jail duty, the county sheriffs, police chiefs, and the majority working within City Limits which are presently not being worked by the State Patrol in some cases. This is primarily true in larger municipalities. However, the need for service exists outside the boundaries and it is there that the number of local law enforcement personnel is at its lowest, the number of roadway miles are the greatest and the number of manpower needed is most evident.

Although this need includes specialized functions, the basic enforcement is the concern at the present, and anything specialized would be above this need.

The sum of the present operation is effective to the point that it only operates at a very minimum basis. Service is provided with an average response time of 39.38 minutes from post notification and 33.73 minutes after the patrol unit receives the call (see Appendix D).

The factors used from each post territory is in Appendix C along with descriptive information which influences each Post's operation.

A

Methodology

The most difficult part of this report was the decision on an approach.

It was our hopes to develop a formula which could be used with relevant data collected from each post territory and produce an amount which would be justified based on the individual factors. However, we have not been able to develop a formula which could be used as such, but we were able to obtain the basic factors needed to compute the needs.

The first phase was to determine what factors could be used on the basis of what data was available, and to attempt to provide quantitative amounts for each factor. This was not possible in all cases, since some points could not be given a numeric value, i.e., some impacting factors.

Correlations were then done on those factors which appeared to have a relationship to various components (see Appendix D). This gave us the information

needed to provide "weights" or "degrees" to each factor. For example, if a low correlation was obtained between a factor and number of accidents, then there would be little value placed on the factor in terms of needs.

This portion of the total concept enables a distribution factor for post personnel to be established, unless the post is unique to the degree that it does not conform to the same procedures as the majority, i.e., Jekyll Island, Atlanta, etc.

The next step was to determine the factor, or factors, which would best indicate the needs for each post in terms of manpower, thus defining the needs on a statewide basis.

Although the factors used may not be ideal based on the data available, the choices were limited.

The functions provided by the Georgia State Patrol are usually dependent upon two factors. First, observation or report of an incident, and second, the arrival upon the scene to provide the service.

The actual observation of an incident is only accomplished if a Trooper is in a position to do so - Patrol. The report of an incident is uncontrollable as far as the Trooper is concerned. This is to say that these reports are not predictable and come at irregular times for inconsistant reasons.

The controlled or predictable factor is the response. Although more patrol will produce more observed incidents, it is not a factor which can presently be quantified. The only one which can is response time. It is for this reason that we have chosen it, and of all the factors available, it is probably the most impacting.

Another consideration in determining needs in manpower exists when at least a certain number of personnel must be available during a certain period of time. This is the approach which will be used in the determination of communications needs for each Post.

B

Needs

The needs will be developed on a statewide basis and then set forth by post according to the methods stated in the methodology portion of this section.

Several points, however, should be made:

1. A total of 45 Patrol Posts are in operation throughout the State.
2. 24-hour patrol is essential and must be continued if at all possible.
3. Before a unit can be dispatched, a call must be received by a Communications facility.
4. Responsibility and demands for service may differ from county to county and post to post.
5. Facts used are from sources listed, if available, and the elimination of "guess work" has been attempted and hopefully achieved.
6. Several post have factors present which are not relevant to other posts and shall be identified as such.

Two facets, or levels, will be involved in the determination of needs. First, the need for adequate Communications Officers to relieve Troopers now being used in that capacity. Second, Troopers needed for the performance of duties set forth in their responsibility and to meet with the demands made by the public they service.

* Communications

The communications center is an integral part of any operation which relies on input from an outside source. This is especially true in the case of an organization which operates with a responsibility to serve upon demand.

This function requires that the incoming request or demand is understood and relayed to the appropriate unit. This makes it almost imperative to have the operation staffed with personnel familiar with the activities and skilled in the task expected to be performed. This holds true for the communication function of the State Patrol. A certain amount of expertise and skill is mandatory if the public is to be understood and the needed information is to be obtained. Once an incident has been identified, priorities must then be set to enable proper dispatching according to need. Oftentimes, this ability or skill comes with the continuous work within the activity and experience obtained through the day-to-day events associated with the duties.

It is for this reason that having trained Communications Officers on duty 24 hours per day is so important. The operation may be jeopardized if someone vaguely familiar is placed in this setting and finds that he can not efficiently and effectively respond to the situation.

The communications operation of each post is the only tie between that post and a patrol unit, whether by radio or telephone.

To establish the amount of manpower needed to perform this function statewide, the following formula is incorporated:

> A (number of personnel per shift) X B (number of Posts) X C (number of shifts) X 1.64 (availability factor) = Number of Personnel Required to have "A" Men on Duty per Shift in "B" Post.

The need in 44 posts statewide (not including Post 9) is to maintain 24-hour communications to all GSP units and provide the coordination of communication activities in the post territory as set forth in the responsibility of the function.

This would require at least one (1) communications officer per shift, per post for the specified 44 posts.

That is,

> 1 (per shift) X 3 (shifts) X 44 (posts) X 1.64 (availability factor) = 216.48 Communications Officers Needed for 44 Posts.

The need for the communications center in Atlanta (Post 9 - Headquarters) is somewhat different. Since all of the traffic going out on a statewide basis is handled through this system and since the majority of "searches" into files goes through this system, additional manpower is needed per shift.

At least two (2) communications officers are needed during the afternoon and early morning shift and three (3) are needed during the day shift.

Thus,

> 2 (per shift) X 2 (shifts) X 1.64 (availability factor) X 1 (post) + 3 (per shift) X 1 (shift) X 1.64 (availability factor) = 11.48 (number communications officers needed at the communications center in Headquarters).

Therefore, a total of 227.96 or 228 communications officers are needed to operate the 45 communication facilities statewide. Note: This does not include the number needed for special units under the Department.

An additional number will be required for supervision on a Troop level and on a state level. This would require one (1) Senior Communications Officer per Troop Area, one (1) for the Headquarters Center and one (1) to be the Supervisor of Statewide Communications. (This position is presently filled with a Sergeant,

and felt that one (1) is adequate on a statewide basis.)

Therefore, the total needs for the 44 post communication facilities, the Headquarters communication facility, and supervision on troop and state levels is as follows:

Needs	Responsibility
216.48	44 Post Communications Centers
11.48	Headquarters Communication Center
1.00	Supervision Headquarters Communication Center
6.00	Troop Communications Supervision
234.96 (235)	Communications Officers Needed for 45 Centers

Positions Available 11/75: 163

Deficiency in Communications Officers: 72

The Supervisor for Statewide Communications mentioned is not included in the available positions or the deficiencies.

* Enforcement

The need for enforcement in an adequate force has been a cry from law enforcement agencies for years past and will more than likely continue. This deficiency is also in existance in the Georgia State Patrol.

The means by which to identify these needs are many, but few are able to specifically define accurate problems with result factors. We have found that it is one thing to determine the need and another to state what the fulfillment will accomplish.

After consideration and analysis of the available information, it was felt that the most influential indicator was response time. This factor not only affects the time it will take a Trooper to respond to an incident involving citizens of the State, but also the amount of backup which a Trooper will be able to depend on receiving.

Now, a Trooper working a territory alone may need assistance and have to wait on a unit to travel through two or more counties to reach him. This factor also exists in responses to accidents and other activities Troopers are requested to respond to.

If this degree of efficiency is continued, the degree of confidence will surely decrease on the part of local citizens as well as local law enforcement officers. It is this confidence which must be firmly established and maintained if the Department is to continue to have an impact upon the problems in the area of traffic and crime.

The rationale used in the choosing of response times is thus:

1. Any action taken against an offense is done upon the arrival of an officer.

2. Proper control of emergency incidents can only be conducted after the arrival of qualified personnel.

3. Life and death situations are often determined by the occurrences in time periods of seconds, more so than hours.

4. Response to emergency incidents is a dependent factor on the events which follow.

5. Response time to an incident where facts must be obtained, i.e., accidents, murders, etc., is critical and the longer the time period is from occurrence to response, the greater the chances for facts, or evidence, to be destroyed or distorted.

6. Response time is often the determining factor in the capturing of the violator.

7. The shorter the response time the more time allowed for preventive patrol and other activities, and

8. The most accurate information available which could be used as a determinant was response time.

From the computations conducted for this study, it was determined that it takes an average of 33.73 minutes to respond to an incident once a call has been dispatched to the patrol unit (See Appendix D).

This means that on an average 18,878.11 man hours were spent this year in response to 33,581 incidents by 532 Troopers. These Troopers worked approximately 936,320 man hours during a years time on response incidents and spent 2.01 percent above this time in response to the incidents.

The goal for response time is no more than 15 minutes and less would be more ideal. This would mean having patrol units able to respond to a scene within 15 minutes after receipt of the call at any time during the day.

If a Trooper is able to average 40 miles per hour in non-emergency response, then he could respond at a rate of 40 miles per hour, or 0.67 miles per minute. If, per square mile, there is one mile of roadway, then the Trooper should be able to respond to any point in that square mile area within 2.11 minutes (See Appendix D). With the use of this constant a Trooper should be able to respond within 15

minutes from any point within a seven (7) square mile area if there is one (1) mile of roadway per square mile. This would hold true in extremes.

Based on the present level of service the Georgia State Patrol is responsible for 86,392.34 miles of roadway (excluding Post 9 and Bibbs County). This roadway is incorporated throughout 56,871 square miles for a density of 1.52 miles of roadway per square mile. This territory is presently enforced with 514 Troopers (532 Troopers - 18 Post 9 Troopers = 514 working statewide except Post 9 territory).

Assuming that these Troopers are divided between three (3) shifts, then one Trooper is responsible for 544.37 square miles of area and 826.95 miles of roadway at an average density of 1.52 miles per square mile.

At a response of 33.73 minutes in an area of 826.95 miles of roadway, then the response factor is presently 24.52 miles of roadway per minute, or he is able to respond at a rate of 16.14 square miles per minute.

This figure may appear misleading since it is hardly practical to respond at a speed of 1,471.20 miles per hour. However, this does not take into consideration the portion maintained by local law enforcement agencies.

The figure does, however, give an indicator, or base, from which to move in the direction of a response time reduction.

Based on these computations an area of 242.10 square miles and 356.80 roadway miles should be accessible within 15 minutes by a Trooper.

Thus for the 43 Posts (excluding Post 9 and Post 35) the manpower needs for the following response times are:

EXHIBIT II-B1

Response Time	Miles Roadway	(Area Sq. Mil)	Manpower Needed	Deficiency
30 Minutes	735.60	482.20	578	67
25 Minutes	613.00	403.50	693	182
20 Minutes	490.40	322.80	867	356
15 Minutes	367.80	242.10	1,156	645
10 Minutes	245.20	161.40	1,734	1,223

Where, 24.52 miles of roadway is allotted per minute and 16.14 square miles are allotted per minute as obtained thus,

a = (Response Time Desired)

b* = (area)

* Miles of roadway may be used.

and,

$$\frac{b}{(16.14 \text{ sq. mi./mile roadway or } 24.52 \text{ miles/minute}) \times a}$$ = Number of men per shift X 1.64 (relief factor) X 3 (shifts) = Manpower Needed.

Manpower Needed - Present Force = Deficiency in Trooper Force

Where the area or length of roadway is divided by the desired response time X (16.14 or 24.52) respectfully.

Example: The statewide need for a response time of 30 minutes would be:

$$\frac{86{,}392.34 \text{ Miles of Roadway}}{24.52 \text{ miles/minute} \times 30 \text{ minutes}}$$ = 117.45 men per shift X 1.64 (relief factor) X 3 (shifts) = 577.83 or 578 (number of men needed) - 511 (present force) = 67 (deficiency in manpower)

In addition to these needs are Post 9 and Post 35, which are in classes entirely separate from the additional posts.

Post 9

The territory of Post 9 - Headquarters covers three metropolitan counties - Clayton, Dekalb, and Fulton. Due to the type of enforcement services provided and responses requested, at least twelve (12) Troopers are needed per day. This would allow for the relays provided 24 hours per day and for the protection need at the Capitol and on other state property.

The present level does not adequately enable the Posts to provide preventive patrol. This need (12 per day, or 20 Troopers) would allow for response to incidents but would not increase to a great degree the amount of patrol.

If additional manpower was provided, then an increase could be seen in enforcement patrol in and around Atlanta, especially on the Interstates. (See Appendix C for further information on Post 9).

Present force - 18 Troopers.

Post 35

The Jekyll Island post is responsible for the enforcement of criminal and traffic violations. It is the only law enforcement agency on the Island and maintains both uniform personnel and personnel who are sworn, but also work investigations. (See Appendix C for further details).

The need at Post 35 is based on the following:

A. 24 hour service,

B. Three (3) 8-hour shifts per day, 365 days per year,

C. 2 Officers per shift, uniform,

D. 1 Investigator, additional for one shift per day. (Investigator to be a Trooper).

Thus,

3 Shifts X 2 Troopers X 1.64 (relief factor) + 1 Shift X 1 Trooper X 1.64 (relief factor) = Number of Troopers Needed or 11.48 (12).

Present force - 6.

C

Additional Needs

Although needs have been identified on the basis of response time in the other 43 posts, other considerations should also be used based on additional workloads in specific post territories. The following needs are based on information found in Appendix C.

Post 1

None.

Post 2

Post has West Point Reservoir which is presently an all seasonal resort with primary traffic flow in the summer months.

Additional need is for one additional Trooper in post territory to be added per shift to allow for scheduling according to area need. This would allow for two (2) additional Troopers on the first shift (8:00 A.M. to 4:00 P.M.) and one (1) on the afternoon shift.

Manpower needed in addition is thus,

3 Troopers per day X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 3

None - although the area is metropolitan.

Post 4

Territory includes West Georgia College and I-20. Also major thoroughfare to Alabama used excessively for fleeing criminals.

Additional needs of three (3) Troopers per day for traffic flow and road-block capabilities. Area also contains commuter populations increasing traffic flow.

Need = 3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 5

Due to the density in population and the high percentage of accidents worked by Post 5, an additional three (3) Troopers are needed each day.

3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers

Post 6

Need for one (1) additional Trooper for assistance during traffic flow peak periods. Flow due to Lake Lanier traffic during summer and mountain tourists during fall and winter.

Additional Troopers Required = One (1) Trooper X 1.64 (relief factor) = 1.64 (2) Additional Troopers

Post 7

Need at least one (1) additional Trooper per shift to cover the response time factor due to terrain of territory and also to enable control to be maintained during peak tourist traffic flow year-round. Also traffic to and from Lake Hartwell.

Additional Troopers Needed = 3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 8

None.

Post 9

Previously stated.

Post 10

None.

Post 11

Post territory includes a portion of the East Coast which attracts tourists and import populations.

Additional Needs = 2 Troopers X 1.64 (relief factor) = 3.28 (3) Additional Troopers.

Post 12

None.

Post 13

None.

Post 14

None.

Post 15

One (1) additional Trooper per shift to maintain control over through traffic flow and de ity of flow in and out of Bibb County, even though GSP support is not required in Bibb County.

3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 16

None.

Post 17

Additional personnel needed to control traffic associated with Clark Hill.

Needs = 1 Additional Trooper per day X 1.64 (relief factor)
= 1.64 (2) Additional Troopers.

Post 18

None.

Post 19

None.

Post 20

None.

Post 21

One additional Trooper per day to control heavy flow of traffic on U.S. 301.

1 Trooper X 1.64 (relief factor) = 1.64 (2) Additional Troopers.

Post 22

One additional Trooper per shift to provide added protection in area of rural criminal activities. Increase would also offset distance between boundaries.

3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 23

Post territory includes the Port City of Brunswick and also an increased traffic flow to and from Jekyll Island.

Additional 3 Troopers Needed per day to Handle Workload = 3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 24

Needs additional Troopers due to traffic flow on I-85 and thoroughfares between LaGrange and Carrollton and Newnan.

Post 24 also works 79.54 percent of the accidents which occur in Post Area.

2 Troopers Additional X 1.64 (relief factor) = 3.28 (3) Additional Troopers.

Post 25

Additional Troopers needed per shift to maintain control of high traffic volume

around Richmond County and Clark Hill.

3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 26

None.

Post 27

Need one (1) additional Trooper per day due to tourism associated with mountain tourism.

1 Trooper X 1.64 (relief factor) = 1.64 (2) Additional Troopers.

Post 28

None.

Post 29

None.

Post 30

None.

Post 31

None.

Post 32

Need additional one (1) Trooper per shift due to University of Georgia.

3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 33

None.

Post 34

None.

Post 35

Previously stated.

Post 36

None.

Post 37

One (1) additional Trooper per shift per day to control traffic flow due to metropolitan setting of area.

3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 38

One (1) additional Trooper per day to control flow in and out of Rome. Also traffic associated with through traffic.

1 Trooper X 1.64 (relief factor) = 1.64 (2) Additional Troopers.

Post 39

Need two (2) additional Troopers to work traffic associated with Walter F. George Reservoir and tourism year-round.

2 Troopers X 1.64 (relief factor) = 3.28 (3) Additional Troopers.

Post 40

None.

Post 41

Two (2) additional Troopers needed due to major thoroughfares leading to and from State. Also to maintain control over traffic flow due to tourism year-round.

2 Troopers X 1.64 (relief factor) = 3.28 (3) Additional Troopers.

Post 42

Need two (2) additional Troopers per day to work traffic associated with the Port City of Savannah and traffic associated with tourism.

2 Troopers X 1.64 (relief factor) = 3.28 (3) Additional Troopers.

Post 43

Additional manpower needed above base since the base computation allows for the increase in Interstate enforcement, but not at an effective proportion.

3 Additional Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 44

None.

Post 45

None.

Note: Problems associated with traffic problems such as flow and congestion, also relates to criminal activity, thus when traffic flow was used as an indicator previously, other activity is also a factor.

Based on the additional needs defined the amount of manpower needed statewide including Post 9 and Post 35 is as follows:

EXHIBIT II-C1

Desired Response Time	Base Manpower Needed*	Present Force	Deficiency	Additional Manpower	Total Deficiency
30 Minutes	610	532	78	80	158
25 Minutes	725	532	193	80	273
20 Minutes	899	532	367	80	447
15 Minutes	1,188	532	656	80	736
10 Minutes	1,766	532	1,234	80	1,314

* Post 9 and Post 35 include this column.

The area (square miles) and roadway miles associated with each desired response time is consistant with Exhibit II-B1 since Post 9 and Post 35 were not defined in terms of the two factors stated above.

Allocation of Needs

Establishment of statewide needs is but one facet of the process. We realize that there is a statewide need and we also realize that there are needs above and beyond these, as previously stated.

The base need is the accumulated sum of the base need for each post, and the total need is the accumulated sum of the base need and the additional need for each post territory.

The establishment of the base need was provided by the computation of response time in relation to area and roadway miles. This computation must also enter into the allocation of needs on a post by post basis. However, there are other factors which must also be considered.

Certain activities are more critical in some posts than in others, i.e., some posts work the majority of the accidents which occur and others have very

EXHIBIT II-D1

ALLOCATION OF NEED BY RESPONSE TIME, BY POST AND BY TROOP

Post	30 Minutes			25 Minutes			20 Minutes			15 Minutes			10 Minutes		
	Base	Addit.	Total	Base	Addit.	Total	Base	Addit.	Total	Base	Addit.	Total	Base	Addit.	Total
1	11	--	11	13	--	13	17	--	17	22	--	22	34	--	34
2	10	5	15	12	5	17	15	5	20	20	5	25	30	5	35
3	18	--	18	21	--	21	27	--	27	36	--	36	53	--	53
4	14	5	19	18	5	23	23	5	28	31	5	36	46	5	51
5	11	5	16	13	5	18	17	5	22	22	5	27	34	5	39
6	16	2	18	19	2	21	24	2	26	32	2	34	48	2	50
7	15	5	20	18	5	23	22	5	27	30	5	35	45	5	50
8	17	--	17	20	--	20	25	--	25	34	--	34	50	--	[illegible]
9	20	--	20	20	--	20	20	--	20	20	--	20	20	--	20
10	14	--	14	16	--	16	20	--	20	27	--	27	41	--	41
11	9	3	12	11	3	14	14	3	17	18	3	21	28	3	31
12	20	--	20	24	--	24	29	--	29	39	--	39	59	--	59
13	12	--	12	15	--	15	18	--	18	25	--	25	36	--	36
14	14	--	14	17	--	17	21	--	21	28	--	28	42	--	42
15	18	5	23	22	5	27	27	5	32	36	5	41	55	5	60
16	16	--	16	19	--	19	24	--	24	32	--	32	47	--	47
17	14	2	16	16	2	18	20	2	22	27	2	29	41	2	43
18	15	--	15	19	--	19	23	--	23	31	--	31	46	--	46
19	13	--	13	15	--	15	19	--	19	25	--	25	38	--	38

Cont.	30 Minutes			25 Minutes			20 Minutes			15 Minutes			10 Minutes		
	Base	Addit.	Total	Base	Addit.	Total	Base	Addit.	Total	Base	Addit.	Total	Base	Addit.	Total
20	22	--	22	26	--	26	33	--	33	44	--	44	66	--	66
21	14	2	16	17	2	19	22	2	24	29	2	31	43	2	45
22	23	5	28	29	5	34	36	5	41	45	5	50	70	5	75
23	13	5	18	16	5	21	20	5	25	26	5	31	39	5	44
24	11	3	14	13	3	16	17	3	20	22	3	25	34	3	37
25	17	5	22	20	5	25	25	5	30	33	5	38	50	5	55
26	12	--	12	14	--	14	18	--	18	24	--	24	36	--	36
27	11	2	13	13	2	15	16	2	18	22	2	24	32	2	34
28	12	--	12	14	--	14	17	--	17	23	--	23	35	--	35
29	8	--	8	10	--	10	11	--	11	15	--	15	23	--	23
30	14	--	14	17	--	17	21	--	21	28	--	28	42	--	42
31	16	--	16	19	--	19	24	--	24	32	--	32	47	--	47
32	14	5	19	16	5	21	20	5	25	27	5	32	41	5	46
33	13	--	13	16	--	16	20	--	20	27	--	27	40	--	40
34	11	--	11	13	--	13	17	--	17	23	--	23	34	--	34
35	12	--	12	12	--	12	12	--	12	12	--	12	12	--	12
36	14	--	14	17	--	17	21	--	21	28	--	28	42	--	42
37	13	5	18	15	5	20	19	5	24	26	5	31	39	5	44
38	10	2	12	12	2	14	15	2	17	20	2	22	30	2	32
39	13	3	16	15	3	18	19	3	22	26	3	29	38	3	41
40	13	--	13	15	--	15	19	--	19	26	--	26	39	--	39
41	10	3	13	12	3	15	15	3	18	21	3	24	31	3	34

	30 Minutes			25 Minutes			20 Minutes			15 Minutes			10 Minutes		
Post	Base	Addit.	Total	Base	Addit.	Total	Base	Addit.	Total	Base	Addit.	Total	Base	Addit.	Tota
42	14	3	17	17	3	20	22	3	25	29	3	32	43	3	4
43	6	5	11	8	5	13	9	5	14	11	5	16	17	5	2
44	7	--	7	9	--	9	11	--	11	14	--	14	21	--	2
45	10	--	10	12	--	12	15	--	15	20	--	20	29	--	2
TOTAL	610	80	690	725	80	805	899	80	979	1,188	80	1,268	1,766	80	1,84
A	75	15	90	90	15	105	111	15	126	148	15	163	223	15	23
B	83	21	104	97	21	118	121	21	142	164	21	185	246	21	26
C	96	13	109	112	13	125	138	13	151	176	13	189	255	13	26
D	124	12	136	148	12	160	186	12	198	248	12	260	371	12	38
E	116	3	119	138	3	141	171	3	174	231	3	234	344	3	34
F	116	16	132	140	16	156	172	16	188	221	16	237	327	16	34
TOTAL	610	80	690	725	80	805	899	80	979	1,188	80	1,268	1,766	80	1,84

little requests to work accidents. This is also true in other functions which the State Patrol is involved.

It is for this reason that more than one factor must be considered. At this point the correlations are necessary since they show the strength of the relationship between different factors of the State Patrol's functions.

The formula used is as follows:

$$\frac{\% \text{ Area} + \% \text{ Roadway Miles} + \% \text{ Weight}}{3} = \% \text{ of Manpower Needed}$$

Where, the % weight = % population + % MVMT + % accidents worked + % patrol hours + % patrol miles + % registered vehicles ÷ 6 = % weight to be used toward each response factor listed in Exhibit II-C1, page 45.

The use of these eight (8) factors is based upon the dependent variables of each territory and those variables which project the performance of the post.

The two strongest variables used are the area and roadway miles since they are the base factors for the determination of state needs. The other major variable, weight, allows for the activities and factors which are provided by each post on an individual basis.

The following Exhibit shows the results of equated factors by post and troop along with the additional needs.

Note: Needs for Post 9 and 35 were not derived by this method, see page 35.

Several points must be made concerning the previous Exhibit in order to clarify areas where questions may appear.

First, the allocation by Troop Area is probably more justified than those listed by post. This is due to the inconsistancy in activities from post to post. It is therefore haphazard and unfair to try to ration, or allocate manpower from a base to individual units with only the information which was available for analysis. However, with the information which we did have, it is felt that the distribution is fair since the same criteria was used for all the posts (except Post 9 and Post 35). Plus the additional needs should provide for added duties required by the affected post.

It is therefore recommended that the majority of confidence be placed in the needs by troop rather than by post.

Second, the response time is based upon the present level of service. If one feels that additional manpower will warrant additional workload, it may be a fair analogy. However, if the workload is increased in proportion to, or near, the increase in manpower, then efficiency will not change. It would be hard to say the same for effectiveness, but to increase the solution by the same degree the problem is increased, does not necessarily produce change.

This point can not be stressed too much. As new avenues are opened for the Georgia State Patrol, new problems arise, and with them an increase in responsibility and a need for additional men, equipment and support.

Once an effective level of service can be provided for the present expectation, then we will be prepared to venture into other areas of enforcement on the post level. For, to do this now would be to spread what personnel we now have much thinner and decrease the present level of efficiency and effectiveness.

This too illustrates the need to seek methods to increase service with what we now have and to use it to the best way possible in our efforts to fulfill our goals as set forth by the people of Georgia.

It is hopeful that the needs have been defined in terms which are stable and factual.

Although it would be ideal to obtain the maximum number of personnel needed at once, it is not very practical, above all possible.

It is also impractical to request more personnel than can be trained within a given period of time. It is for this reason that the following time table is set for each need established, i.e., Communications Officers and Troopers.

Communications Officers

The requirements for initiating a Communications Officer are far removed from those for Troopers.

Although training is required to familiarize a Communications Officer of his duties and instruction in the area of procedure and performance, much of this centers

around on-the-job training. The length of time required in the formal training (classroom) for a Communications Officer is one week and the time needed on-the-job usually takes no more than six months, above the formal training, before the Communications Officer is able to function to his full level of efficiency.

It is for this reason that the full need can be inserted into the present force without endangering efficiency or effectiveness. We feel that this process can be completed within a 12-month period, if funds can be obtained.

The request for 69 additional Communications Officers has been submitted for FY 77 budget. If this is approved, then the deficiency will be (3). It is hopeful that the needs can be totally met by the end of FY 78.

The results will yield a 24-hour per day communications operation in 45 different communication centers throughout the State, manned with qualified Communications Officers. This will relieve the Troopers who are not required to "fill in" on the radio. Also, it will allow for more consistency in the communications program of the Georgia State Patrol.

This will hold true even when the turnover rate is considered.

B Enforcement

The annual turnover rate for Troopers is approximately six (6) percent. This factor is to be considered in the projection of total personnel to be trained per year.

If additional manpower is added, a total of three 16-week trooper training schools can be provided with an enrollment of 30 Troopers per school. Therefore at least 90 Troopers can be trained in a given 12-month period if funds are provided.

With this in mind the following proposal is presented as a plan for the achievement of manpower needed to produce an acceptable level of service.

EXHIBIT III-B1

Plan Year

Present Year	Results
a. Employed: 532	
b. Replacement*: 32	Response Time: 33.73 Minutes
c. Requested: N/A	
d. Balance: 532	
e. Need Training: 32	

Plan Year - 1	
a. Employed: 532	
b. Replacement*: 32	Response Time: 30.82 Minutes
c. Requested: 60	
d. Balance: 592	
e. Need Training: 92	

Plan Year - 2	
a. Employed: 592	
b. Replacement*: 32	Response Time: 27.84 Minutes
c. Requested: 60	
d. Balance: 652	
e. Need Training: 92	

Plan Year - 3	
a. Employed: 652	
b. Replacement*: 33	Response Time: 25.38 Minutes
c. Requested: 60	
d. Balance: 712	
e. Need Training: 93	

Plan Year - 4	
a. Employed: 712	
b. Replacement*: 32	Response Time: 23.32 Minutes
c. Requested: 60	
d. Balance: 772	
E. Need Training: 92	

Plan Year - 5

a. Employed: 772
b. Replacement**: 31
c. Requested: 60
d. Balance: 832
e. Need Training: 91

Response Time: 21.57 Minutes

Plan Year - 6

a. Employed: 832
b. Replacement**: 33
c. Requested: 60
d. Balance: 892
e. Need Training: 93

Response Time: 20.07 Minutes

Plan Year - 7

a. Employed: 892
b. Replacement**: 36
c. Requested: 60
d. Balance: 952
e. Need Training: 96

Response Time: 18.76 Minutes

Plan Year - 8

a. Employed: 952
b. Replacement**: 38
c. Requested: 60
d. Balance: 1,012
e. Need Training: 98

Response Time: 17.61 Minutes

Plan Year - 9

a. Employed: 1,012
b. Replacement**: 40
c. Requested: 60
d. Balance: 1,072
e. Need Training: 100

Response Time: 16.60 Minutes

Plan Year - 10

a. Employed: 1,072
b. Replacement**: 43
c. Requested: 75 (15)[1]
d. Balance: 1,147 (15)[2]
e. Need Training***: 118

Response Time: 15.69 Minutes

Plan Year - 11

a. Employed: 1,147
b. Replacement**: 46
c. Requested: 75 (15)
d. Balance: 1,222 (30)
e. Need Training***: 121

Response Time: 14.88 Minutes

Plan Year - 12

a. Employed: 1,222
b. Replacement**: 49
c. Requested: 75 (15)
d. Balance: 1,297 (45)
e. Need Training***: 124

Response Time: 14.15 Minutes

Plan Year - 13

a. Employed: 1,297
b. Replacement**: 52
c. Requested: 75 (15)
d. Balance: 1,372 (60)
e. Need Training***: 127

Response Time: 13.48 Minutes

Plan Year - 14

a. Employed: 1,372
b. Replacement**: 55
c. Requested: 75 (15)
d. Balance: 1,447 (75)
e. Need Training***: 130

Response Time: 12.88 Minutes

Plan Year - 15

a. Employed: 1,447
b. Replacement**: 58
c. Requested: 80 (5)
d. Balance: 1,527 (80)
e. Need Training***: 138

Response Time: 12.20 Minutes

Plan Year - 16

a. Employed: 1,527
b. Replacement**: 61
c. Requested: 80
d. Balance: 1,607 (80)
e. Need Training***: 141

Response Time: 11.55 Minutes

Plan Year - 17

a. Employed: 1,607
b. Replacement**: 64 — Response Time: 10.96 Minutes
c. Requested: 80
d. Balance: 1,687 (80)
e. Need Training***: 144

Plan Year - 18

a. Employed: 1,687
b. Replacement**: 67 — Response Time: 10.43 Minutes
c. Requested: 80
d. Balance: 1,767 (80)
e. Need Training***: 147

Plan Year - 19

a. Employed: 1,767
b. Replacement**: 71 — Response Time: 10.00 Minutes
c. Requested: 80
d. Balance: 1,847 (80)
e. Need Training***: 131

Plan Year - 20

a. Employed: 1,847
b. Replacement**: 74 — Response Time: 10.00 Minutes
c. Requested: -0-
d. Balance: 1,847 (80)
e. Need Training: 74

* Based on a turnover rate of 6% with a ½ percent devrease per year to 4%.

** Replacement rate at 4% of employed force.

*** Schools increased to four per year.

1 - Represents number requested for additional needs - included in total requested.

2 - Represents number included in balance for additional needs.

C Total Committment

If the 20-year plan is adopted, or followed, then the projected force of the Georgia State Patrol (Troopers and Communications Officers in the 45 Patrol Posts) will be as shown in Exhibit III-C1.

This plan will allow for the Department to incorporate additional men into the present operations without adversely affecting its operation.

The impact resulting from this plan will be evident in the activities provided by the field and also in the support functions at Headquarters.

It should also be noted that the projections are not firm, since an increase in responsibility will also increase the needs. However, based on today's expectations, the needs could be met with the stated projections. But if an increase in manpower is achieved, then an increase in effectiveness and efficiency should also be seen; as a result, increased expectations are also projected. For this reason, along with priority revisions, the twenty year plan is by no means the magic proposal. It is a base from which to work, and a goal to continually strive to achieve.

We are hopeful in achieving the manpower needed to provide the service demanded in a manner which is effective in problem areas and efficient in operation.

Systematic results will be a result of systematic allocations.

EXHIBIT III-C1

ADDITIONAL MANPOWER	PLAN YEAR	BASE MANPOWER
80	20	1,847
80	19	1,847
80	18	1,767
80	17	1,687
80	16	1,607
80	15	1,527
75	14	1,447
60	13	1,372
45	12	1,297
30	11	1,222
15	10	1,147
	9	1,072
	8	1,012
	7	952
	6	892
	5	832
	4	772
	3	712
	2	652
	1	592
-0-	PRESENT	532

1,850
1,770
1,690
1,610
1,530
1,455
1,380
1,305
1,230
1,160
1,080
1,020
960
900
840
780
720
660
600
540

APPENDICES

DEFINITIONS AND FORMULAS

1. Availability Factor - This factor is used as a constant to allow for availability of manpower. It accounts for time off or time an officer is not available for duty due to sick leave, annual leave, days off, etc. The factor shows that to have one man available for a tour of duty year-round you actually need to employ 1.64 men.

For Example: To have one Trooper on duty 24 hours per day (3 shifts) you would have to have:

1 Trooper X 3 Shifts X 1.64 = 4.92 (5) Troopers

2. Correlation Coefficient - Is defined as a sample of n pairs of x, y values as:

$$\Gamma = \frac{\Sigma xy}{\sqrt{\Sigma x^2 \Sigma y^2}}$$

Where Γ shows the relationship between the values of x and y on a scale between -1.0 to 0.0 to +1.0. The strength of the relationship increases as the value of Γ approaches ±1.0 and decreases as it approaches 0.0.

The following Exhibit AA1 summarizes the relationship between Γ, Γ^2, and $1-\Gamma^2$ where Γ^2 is interpreted as the proportion of the total variance in y that is explained by the correlation it shares with x, and $1-\Gamma^2$ represents the proportion of the total sum of squares that is unexplained by the independent variable.

EXHIBIT AA-1

RELATIONSHIP BETWEEN r, r^2, AND $1-r^2$

Value of r	r^2: Percent of Explained Variance	$1-r^2$: Percent of Unexplained Variance	Strength of the Linear Regression
.0	.00	1.00	None
.1	.01	.99	Very Weak
.2	.04	.96	
.3	.09	.91	Weak
.4	.16	.84	
.5	.25	.75	Moderate
.6	.36	.64	Strong
.7	.49	.51	
.8	.64	.36	Very Strong
.9	.81	.19	
1.0	1.0	.00	Perfect

From the table it is seen that when $r < .3$, more than 91 percent of the variance in one variable is still left unexplained.

Marascuilo also states that the labeling of correlations as shown in the above table is not universally accepted by statistician or behavioral researchers. It is merely a convenience and should be used with care.

A correlation of .9 would show that as y increases so does x. If r was -.9 then as y decreases x increases.

Hubert M. Blalock, Jr., Social Statistics, McGraw-Hill Book Company, New York, N.Y., 1972, P. 378.

Leonard A. Marascuilo, Statistical Methods for Behavioral Science Research, McGraw-Hill Book Company, New York, 1971, P. 433.

3. Intercept i - Is the point at which the regression line crosses the y axis and x is 0.

4. Mean - The Arithmetic Mean is defined as the sum of the scores defined by the total number of scores in a sense it is the average for a group of scores as defined where:

$$\bar{x} = \frac{x_1 + x_2 + x_3 + \ldots + x_n}{n}$$

Where n is the number of scores used in the numerator.

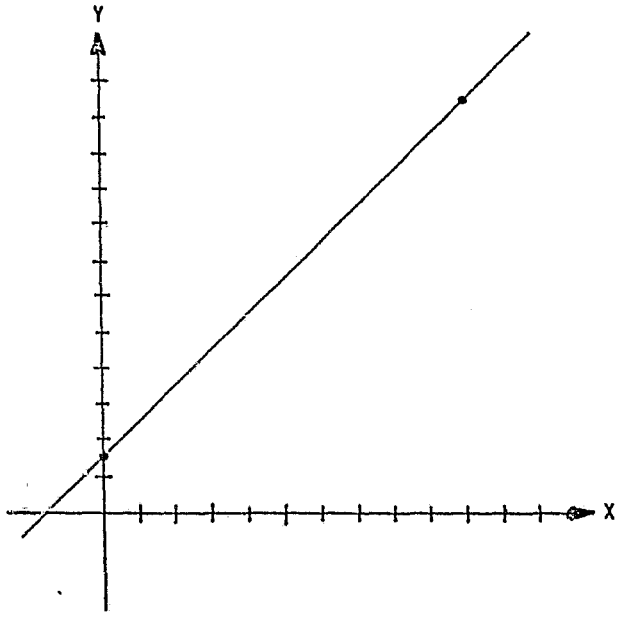
5. Regression Line Equation - Is defined as -

$$y_c = a + bx;$$

where a is the y intercept and b is the slope of the line.

Example: a = 1.5 (y intercept)
b = 1 (slope)

Using the formula when x = 0, then y = 1.5 and when x = 10, y = 11.5, thus we have:



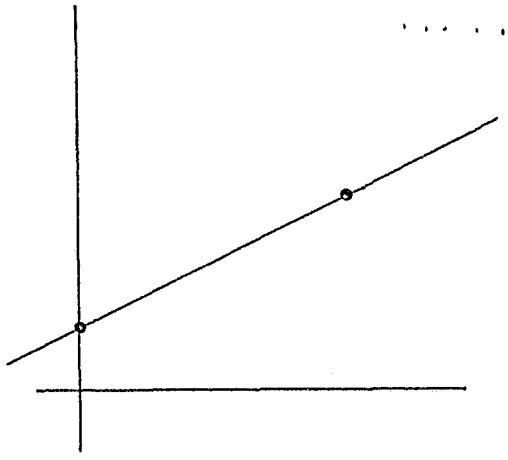
6. Response Time - This is defined as the time required between the moment a call is received by a patrol unit and the moment the unit arrives at the incident.

7. Slope m - Is defined as the constant that specified the magnitude of the increase in the dependent variable for each unit increase in the independent variable.

It is equated as follows:

$$\text{Slope } m = \frac{y - b}{x - 0}$$

where,



and,

$$mx = y - b$$
$$y = mx + b, \text{ and } b = y \text{ intercept}$$

8. Respones Time - A sample of a sample was used to determine the average response time for a patrol unit (GSP) to travel from a present position to the location of an accident.

The reports sampled did not reflect as to the urgency of response since a sample of "10-18" incidents would not be a true indicator of overall response time.

A total of 300 reports were used at random out of a group of random sampled reports from GSP Posts throughout the State. The group of reports were in the neighborhood of 1,000 in number.

Three (3) factors were used to determine response:

1. Time Notified - This is the time that the Department, or Dispatcher, was notified that there was an accident.

2. Received Call - This is the time when the Dispatcher notified a Patrol Unit to respond to the accident location.

3. Time Arrived at Scene - This is the time when the Trooper arrived at the scene of the accident.

The three elements were used to determine the following:

(a) Average time from Post notification (1) to Patrol Unit Notification (2) = 5.65 minutes.

(b) Average time from Patrol Unit notification (2) to Trooper arrival at scene (3) = 33.73 minutes.

(c) Average time from Post notification (1) to Trooper arrival at scene (3) = 39.38 minutes.

PROJECTED ACTIVITY

Georgia State Patrol
1975
1-1-75 to 12-31-75

Activity	Troop A	B	C	D	E	F	Total
INVESTIGATIONS							
Accidents Rural No.	4,589	2,899	4,336	2,697	3,761	1,730	20,012
Accident Rural Hrs.	5,777	3,761	6,158	4,488	5,466	4,248	29,898
[illegible]idents Urban No.	120	119	234	111	209	73	866
Accidents Urban Hrs.	127	164	340	188	311	249	1,379
Employment Inv. No.	88	32	396	44	124	37	721
Employment Inv. Hrs.	292	220	576	180	892	185	2,345
Pers. Complaints Inv. No.	32	16	24	28	0	48	148
Pers. Complaints Inv. Hrs.	60	104	90	56	0	184	494
Stolen Property No.	36	4	4	28	0	200	272
Stolen Property Hrs.	112	4	6	76	0	624	822
[illegible]len Veh. Recovered No.	62	29	114	38	56	31	330
Stolen Veh. Recovered Hrs.	158	24	67	49	57	43	398
Traffic Complaints No.	760	56	55	264	132	75	1,342
Traffic Complaings Hrs.	856	36	64	276	180	339	1,751
TOTAL INVESTIGATION HRS.	7,382	4,313	7,301	5,313	6,906	5,872	37,087

Activity	Troop A	B	C	D	E	F	Total
ROUTINE DUTY							
Arrests M/H Total	18,650	16,303	32,602	32,817	20,299	22,258	142,929
Arrests Other Total	6,442	4,613	8,201	8,164	5,894	2,922	36,236
Warning M/H Total	32,755	12,431	22,876	22,334	17,979	22,279	130,654
Warning Other Total	4,682	3,265	6,520	2,266	1,979	3,031	21,693
Aid to Other Officers No.	260	141	220	185	180	228	1,214
Aid to Other Officers Hrs.	400	237	404	501	303	432	2,277
Aid to Travelers No.	1,108	216	752	560	1,158	1,672	5,466
Aid to Travelers Hrs.	343	130	451	416	394	345	2,079
Ped. Enforcement No.	101	19	147	115	971	355	1,708
TOTAL ROUTINE DUTY HRS.	743	367	855	917	697	777	4,356
COURT DUTY							
TOTAL COURT DUTY HRS.	1,057	1,114	844	1,352	1,217	956	6,540
OTHER DUTY							
Administrative Hrs.	31	97	93	64	70	239	594
Call-Standby Hrs.	1,836	1,850	1,228	2,898	2,880	2,270	12,962
Car Repair Hrs.	233	236	203	259	190	351	1,472
Civil Disorder Hrs.	32	122	1,612	378	99	95	2,338
Criminals Apprehended No.	188	45	385	117	156	147	1,038

Activity	Troop A	B	C	D	E	F	Total
Criminals Apprehended Hrs.	348	92	701	438	268	460	2,307
Disaster Hrs.	1,294	1,110	1,989	1,490	327	223	6,433
Driver Lic. Detail Hrs.	23,415	20,345	20,391	24,990	29,330	25,930	144,401
D/L Hearing No.	204	67	46	108	38	48	511
D/L Hearing Hrs.	220	69	46	119	43	57	554
[illegible]orts No.	28	23	68	8	8	10	145
Escorts Hrs.	112	150	540	62	40	184	1,088
First Aid Rendered No.	7	8	59	4	7	24	109
First Aid Rendered Hrs.	5	5	21	8	21	5	65
Inspectional Hrs.	953	473	1,173	1,326	1,479	2,215	7,619
Lic. Picked Up No.	830	688	342	568	433	695	3,556
Lic. Picked Up Hrs.	1,078	538	322	793	554	704	3,989
Office Hrs.	16,681	12,041	14,544	16,771	18,491	17,314	95,842
[illegible]o Operator Hrs.	49,809	46,550	58,467	63,869	64,077	59,522	342,294
Radio Repair Hrs.	56	100	351	204	70	149	930
Relay Blood/Medic. No.	119	127	1,276	233	135	433	2,323
Relay Blood/Medic. Hrs.	125	167	1,523	334	157	550	2,856
Relay Pers/Packages No.	35	57	994	141	91	283	1,601
Relay Pers/Packages Hrs.	37	96	1,445	302	106	465	2,451

Activity	Troop A	B	C	D	E	F	Total
Road Check Hrs.	2,081	1,654	3,936	2,923	2,407	1,491	14,492
Searches No.	2	19	8	75	84	45	233
Searches Hrs.	373	122	813	509	905	400	3,122
Security Hrs.	72	205	1,692	2,306	63	49	4,387
Staff Meetings Hrs.	171	600	548	838	593	802	3,552
Supervisory Hrs.	3,598	5,494	5,098	4,930	5,776	2,330	27,226
Tornado Hrs.	0	0	0	41	3	41	85
Traffic Regulations No.	267	99	560	192	252	690	2,060
Traffic Regulations Hrs.	736	559	1,759	626	1,303	774	5,757
Training Hrs.	5,206	5,396	5,853	6,715	7,013	8,675	38,858
Other Hrs.	15,019	4,864	19,283	9,007	13,426	10,857	72,456
TOTAL OTHER DUTY HRS.	123,521	102,935	143,631	142,200	149,691	136,152	798,130
PATROL INFORMATION							
Patrol Hrs.	94,477	80,787	120,101	115,326	111,256	106,723	628,670
Partner Hrs.	26,879	4,728	13,700	7,828	7,468	3,318	63,921
Patrol Miles	1,813,046	1,636,136	2,407,124	2,594,859	2,211,803	2,083,710	12,746,678
Other Miles	147,598	189,638	222,278	154,169	270,927	141,616	1,126,226
TOTAL HOURS ON DUTY	254,059	194,244	286,432	272,936	277,235	253,798	1,538,704

C

COMPARATIVE FACTORS

The following information is provided as a post by post view of specific factors used in the comparison and analysis of each post activity.

The sources of each item are listed in the factor explanation.

Also listed are the formulas used in computing rates and percentages for each factor.

The narrative portion, or explanation, is a guide to the form describing each post.

COMPARATIVE FACTORS

1. Population - Figures used were obtained from the "Annual Estimate of Population for the State of Georgia" by Office of Planning and Budget, Division of State Planning, State Data Center, July, 1975.

2. % (Percent) - Represents the percent of population the area has in relation to the state total population of 4,884,200.

$$\text{Formula: \% of Population} = \frac{\text{Post Area Population}}{\text{State Population}} \times 100$$

3. Total Roadway Miles - Figures obtained from "Mileage of Public Roads in Georgia by County, Road System, and Surface Type as of September 1, 1974", Department of Transportation, Division of Planning and Programming in cooperation with U.S. Department of Transportation, Federal Highway Administration.

Note: This does not include miles of local city streets or any projected roads.

4. % (Percent) - Represents the percent of roadway miles in the post area as to the state total of 89,958.70 miles.

$$\text{Formula: \% of Roadway Miles} = \frac{\text{Miles in Post Area}}{\text{Miles in State}} \times 100$$

5. Interstate Miles - Figures obtained from source listed in #3 above. Mileage includes Federal Aid Interstate System miles by post in urban and rural areas.

6. % (Percent) - Represents the percent of interstate miles in post area to the total roadway miles in the post area.

$$\text{Formula: \% of Interstate Miles} = \frac{\text{Miles of Interstate in Post Area}}{\text{Miles of Roadway in Post Area}} \times 100$$

7. Federal Aid Primary - FAP roadways generally are heavy traveled arteries within areas which receive federal aid. These roadways are defined in accordance with the guidelines set forth by the U.S. Department of Transportation.

8. % (Percent) - Represents the percent of FAP roadway miles in the post area to the total roadway miles in the post area.

$$\text{Formula: \% of FAP Mile} = \frac{\text{FAP Miles in Post Area}}{\text{Total Roadway Miles in Post Area}} \times 100$$

9. Federal Aid Secondary - The FAS Roadway System is usually a less traveled roadway system used mostly for local travel. It is defined by guidelines set forth by the U.S. Department of Transportation.

10. % (Percent) - Represents the percent of FAS roadway miles in the post area to the total roadway miles in the post area.

$$\text{Formula: \% of FAS Roadway Miles} = \frac{\text{FAS Miles in Post Area}}{\text{Total Roadway Miles in Post Area}} \times 100$$

11. Non Federal Aid - This system is defined as a roadway system which does not receive any federal aid for construction and usually is local roadways with little traffic flow volume.

12. % (Percent) - Represents the percent of NFA roadway miles in the post area to the total roadway miles in the post area.

$$\text{Formula: \% NFA Miles} = \frac{\text{NFA Miles in Post Area}}{\text{Total Roadway Miles in Post Area}} \times 100$$

13. Area (Sq. Miles) - The figures used for the area are in square miles as obtained from the Standard Reference Map and Guide of Georgia, Rand McNally, Chicago, Ill. 1972 P. 5-8.

14. % (Percent) - Represents the area of the post in relation to the total state area of 58,073 square miles.

$$\text{Formula: \% Area} = \frac{\text{Area of Post Territory}}{\text{State Area}} \times 100$$

15. Population/Square Mile - This represents the density of population per square mile in each post area.

Formula: $$\text{Population/Sq. Mile} = \frac{\text{Population of Post Area}}{\text{Area (Sq.Mi.) of Post}},$$

and is to be defined as the number of people per square mile in a specified area. Note: This is an average.

16. Roadway/Square Mile - This is determined in a manner to show the density of roadway (miles) per square mile of area.

Formula: $$\text{Roadway/Sq. Mile} = \frac{\text{Total Roadway Miles in Post Area}}{\text{Area (Sq.Mi.) of Post}},$$

and is to be defined as the number of roadway miles per square mile in a specified area. Note: This is an average.

17. Population/Roadway Mile- This represents the population density per mile of total roadway per post area.

Formula: $$\text{Population/Roadway Mile} = \frac{\text{Population of Post Area}}{\text{Total Roadway Miles per Post Area}},$$

and is defined as the population density per one mile segment of roadway. Note: This is an average.

18. Million Vehicle Miles - Traveled This is defined as the number of annual vehicle miles traveled (in millions) in a specified post area. These figures were derived by the use of gasoline sold by county where the average miles per gallon is 11.4. The gallons of gasoline sold per county was obtained from the Georgia Department of Revenue.

Formula: Annual Vehicle Miles Traveled (AVMT) =

$$\frac{\text{Gallons of Gasoline Sold per Post Area per Year}}{\text{11.4 Miles per Gallon}},$$

where,

$$\text{Million Vehicle Miles Traveled (MVMT)} = \frac{\text{AVMT}}{1{,}000{,}000}$$

Thus, if MVMT is .89 then the AVMT would be 890,000 and is thus converted to say .89 million vehicle miles traveled per year per specified post area.

19. % (Percent) - Represents the percent of MVMT in a post area to the MVMT for the State (31,809.294 MVMT).

$$\text{Formula: } \%\ \text{MVMT} = \frac{\text{MVMT in Post Area}}{\text{MVMT in State}} \times 100$$

20. MVMT/Roadway Mile - This is defined as million vehicle miles traveled per year per roadway mile in a specified post area.

$$\text{Formula: MVMT/Roadway Mile} = \frac{\text{MVMT in Post Area}}{\text{Total Roadway Miles in Post Area}}$$

21. Accidents - The figures used for accidents were obtained from the Accident Reporting function of the Georgia Department of Public Safety and includes reports from all agencies throughout the State who report to the Accident Reporting Unit. Information obtained from the Department of Public Safety 1974 Annual Report, DOAS Print Shop, 1975, P. 75-78 (as provided by the Accident Reporting Unit of the Georgia Department of Public Safety).

Note: Figures used under the column for Responsibility were obtained from the Activity Reporting System in use by the Georgia State Patrol based on projections as defined under the Activity Project in section of this study.

22. % (Percent) - This represents (both columns) the percent of accidents occurring in each specified area in relation to the State Total.

$$\text{Formula: } \%\ \text{Accidents} = \frac{\text{Accidents per Post Area}}{\text{Accidents in State}} \times 100$$

23. Injuries - This represents the total injuries in accidents. It does not indicate the number of injury accidents. This information was obtained from source stated in #21 (Department of Public Safety 1974 Annual Report).

24. % (Percent) - Represents the percent of injuries in post area to the total injuries incurred throughout the State.

$$\text{Formula: } \% \text{ Injuries} = \frac{\text{Injuries in Post Area}}{\text{Injuries in State}} \times 100$$

25. Fatalities - This information represents the number of fatalities (traffic accident related) which resulted from the total accidents in the specified post area. This does not represent the number of fatal accidents. This information was obtained from the source listed in #21 (Department of Public Safety 1974 Annual Report).

26. % (Percent) - This is defined as the percent of fatalities resulting in total accident for a post area to the total number of fatalities in the State.

$$\text{Formula: } \% \text{ Fatalities} = \frac{\text{Fatalities in Post Area}}{\text{Fatalities in State}} \times 100$$

27. Fatalities/MVMT - This is defined as the number of fatalities per million vehicle miles traveled per specified post area. This is a density, or volume factor to determine the rate of fatalities per MVMT.

$$\text{Formula: } \text{Fatalities/MVMT} = \frac{\text{Fatalities in Post Area}}{\text{MVMT in Post Area}},$$

and is understood as the number of fatalities per million vehicle miles.

28. Injuries/MVMT - This represents the number of injuries in a post area in relation to MVMT per post area.

$$\text{Formula: } \text{Injuries/MVMT} = \frac{\text{Injuries in Post Area}}{\text{MVMT in Post Area}},$$

where, it is understood as the number, or rate, of injuries per million vehicle miles traveled for a specified post area.

CONTINUED

1 OF 3

29. Accidents/MVMT - Is defined as the number of accidents in a post area per million vehicle miles traveled.

$$\text{Formula: Accidents/MVMT} = \frac{\text{Accidents in Post Area}}{\text{MVMT in Post Area}},$$

where, the results is the rate of accidents per million vehicle miles traveled for the specified post area.

30. Accidents/Fatality - Is defined as the number of accidents occurring per one fatality in the specified post area.

Note: This is to a degree erroneous since it does not take into consideration those accidents which are fatal accidents, but only the number of fatalities as a result to all accidents.

$$\text{Formula: Accidents/Fatalities} = \frac{\text{Accidents in Post Area}}{\text{Fatalities in Post Area}},$$

where, the result shows the number of accidents, on the average, per one fatality witnin a specified post area.

31. Accidents/Injury - This is defined as the number of accidents per injury for a spedific post area.

Note: The erroneous factors are similar to those in #30.

$$\text{Formula: Accidents/Injury} = \frac{\text{Accidents in Post Area}}{\text{Injuries in Post Area}},$$

where, the result is understood as the average number of accidents per one injury for the specified patrol area.

32. Local Law Enforcement Officers - This information was obtained from the Georgia Peace Officer Standards and Training Council as a result of a survey taken of each Area Planning and Development Commission territory. The accuracy of these figures is set as of September, 1975. The figures are the number of local law enforcement officers who are of sworn status and are employed by either a city, county or state institution with primary duties directed toward

the enforcement of municipal, state and federal laws directed toward the control and enforcement of traffic and criminal activity.

33. % (Percent) - This is defined as the percent of local enforcement officers per specified post area in relation to the total number of local law enforcement officers in the State.

Formula: % Local Law Enforcement Officers (LLEO) =

$$\frac{\text{LLEO in Post Area}}{\text{LLEO in State}} \times 100$$

34. Trooper Force - This is defined as the present Trooper line force per specified post on an average for the past year. The force will include Post Commanders, Corporals, and Troopers. It will not include Communication Officers, License Examiners, or those Troopers assigned to special functions, ie, MVI, MCSU, Safety Education, etc.

35. Population/Enforcement Officers - This represents the population number per one law enforcement officer both local and GSP (#32 plus #34).

Formula: Population/Enforcement Officers =

$$\frac{\text{Population in Post Area}}{\text{Law Enforcement Officers in Post Area}}$$

where, the result is the number of people in the area per one law enforcement officer.

36. Part I Crimes Index - Is defined as the total number of Part I crimes in the post area as defined by the Federal Bureau of Investigation's statistical section. The crimes used are: murder, rape, robbery, assault, burglary, larceny, and auto theft. The figures used were furnished by the FBI as of September, 1975 for the calendar year 1974. The figure represents the number of reported offenses irrespective of convictions.

37. % (Percent) - Is defined as the percent of Part I Crimes reported in a specified post area to the total number reported in the State.

38. Crime Rate (100,000) - The crime rate is defined as the number of Part I offenses occurring per 100,000 population.

$$\text{Formula: Crime Rate} = \frac{\text{Part I Crimes in Post Area}}{\text{Population in Post Area}} \times 100{,}000$$

39. Arrest Moving Hazardous (M/H) GSP - Is defined as the number of moving hazardous arrests separated per post on the GSP Activity Report and projected on a yearly basis. It does not include arrests made by other law enforcement agencies. Moving hazardous arrests are those arrests for violations as set forth in the Laws of the State of Georgia and other laws governing the types of violations in this category.

40. Arrest Other GSP - Is defined as those arrests by GSP personnel (as set forth in #40) which are not moving hazardous. The source of information is the GSP Activity Report.

41. Warnings Moving Hazardous GSP - This information represents the number of warnings given by GSP personnel for moving hazardous violations and does not include any warnings issued by other law enforcement officers. Source is the GSP Activity Report.

42. Warnings Other GSP - This information represents the number of warnings given by GSP personnel for non-moving hazardous violations and does not include any warnings issued by other law enforcement officers. Source is the GSP Activity Report.

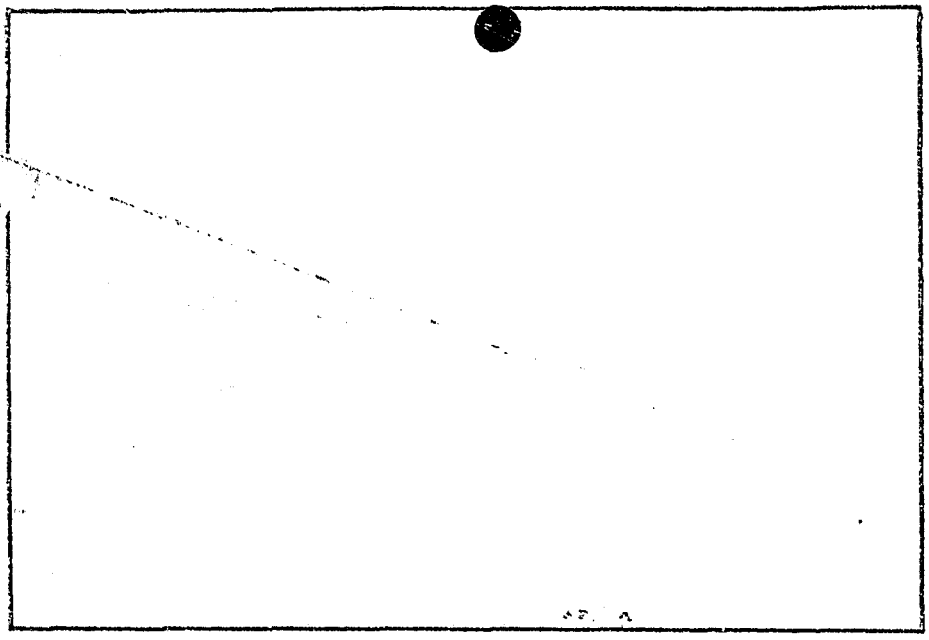
43. Patrol Miles GSP - Is defined as the miles traveled by the GSP while on patrol duty or status. This does not include any miles traveled by other law enforcement officers.

44. Other Miles GSP - Represents miles traveled on an official function not of a patrol nature. The miles are only for those logged on official State vehicles. The source of this information is the GSP Activity Report.

45. Motor Vehicle Registration - This figure indicates the number of registered vehicles in the post area for 1974. Source: Department of Revenue, State of Georgia.

46. Patrol Hours - This figure represents the number of hours involved in patrol by the Georgia State Patrol. Source: GSP Activity Report.

Impacting Factors - This category represents any factor in a patrol area which may have an affective bearing on the duties performed by the GSP in its enforcement function, ie, recreation areas, major tourist attractions, certain institutions or other factors which are impacting. These factors will also include other elements which would determine the State Patrol's function to be different than is the majority of the State. An example of this would be Jekyll Island and the Headquarters Patrol Post.



STATE

OF

GEORGIA

	Factor	Total	Responsibility*
1.	Population	4,884,200	4,567,300
2.	% (Percent)	100	
3.	Total Roadway Miles	89,958.70	89,119.94
4.	% (Percent)	100	
5.	Interstate Miles	1,121.43	1,078.16
6.	% (Percent)	1.25	1.21
7.	Federal Aid Primary	7,479.51	7,323.59
8.	% (Percent)	8.31	8.22
9.	Federal Aid Secondary	20,274.44	20,103.90
10.	% (Percent)	22.54	22.56
11.	Non Federal Aid	61,083.32	60,614.29
12.	% (Percent)	67.90	68.01
13.	Area (Sq. Miles)	58,073	57,599
14.	% (Percent)	100	
15.	Population/square mi.	84.11	
16.	Roadway/square mi.	1.55	
17.	Population/roadway mi.	54.29	
18.	Million Vehicle Miles Traveled	30,209.293	
19.	% (Percent)	100	
20.	MVMT/Roadway mi.	0.336	
21.	Accidents	126,801	20,878
22.	% (Percent)	100	
23.	Injuries	35,184	

	Factor	Total	Responsibility*
24.	% (Percent)	100	
25.	Fatalities	1,545	
26.	% (Percent)	100	
27.	Fatalities/MVMT	0,051	
28.	Injuries/MVMT	1,165	
29.	Accidents/MVMT	4,197	
30.	Accidents/Fatalities	82,072	
31.	Accidents/Injury	3,604	
32.	Local Law Enforcement Officers	9,115	8,376
33.	% (Percent)	100	
34.	Trooper Force	532	
35.	Population/Enforcement Officers	535.84	545.28
36.	Part I Crimes Index	191,023	177,528
37.	% (Percent)	100	
38.	Crime Rate (100,000)	3,911.04	3,886.94
39.	Arrest Moving Hazardous - GSP		142,929
40.	Arrest Other - GSP		36,236
41.	Warnings Moving Hazardous - GSP		130,654
42.	Warnings Other - GSP		21,693
43.	Patrol Miles - GSP		12,746,678
44.	Other Miles - GSP		1,126,226
45.	Motor Vehicle Registration	3,417,961	3,216,057
46.	Patrol Hours		628,670

* Where Applicable

DIST 1

TROOP C

COUNTIES IN TERRITORY:

Butts
Henry
Spalding

	Factor	Total	Responsibility*
1.	Population	82,000	
2.	% (Percent)	1.68	
3.	Total Roadway Miles	1,604.76	
4.	% (Percent)	1.78	
5.	Interstate Miles	27.89	
6.	% (Percent)	1.74	
7.	Federal Aid Primary	104.13	
8.	% (Percent)	6.49	
9.	Federal Aid Secondary	378.38	
10.	% (Percent)	23.58	
11.	Non Federal Aid	1,094.36	
12.	% (Percent)	68.19	
13.	Area (Sq. Miles)	717	
14.	% (Percent)	1.24	
15.	Population/square mi.	114.37	
16.	Roadway/square mi.	2.24	
17.	Population/roadway mi.	51.10	
18.	Million Vehicle Miles Traveled	770.345	
19.	% (Percent)	2.55	
20.	MVMT/Roadway mi.	0.480	
21.	Accidents	1,549	636
22.	% (Percent)	1.22	
23.	Injuries	583	

	Factor	Total	Responsibility*
24.	% (Percent)	1.66	
25.	Fatalities	32	
26.	% (Percent)	2.07	
27.	Fatalities/MVMT	0.042	
28.	Injuries/MVMT	0.757	
29.	Accidents/MVMT	2.011	
30.	Accidents/Fatalities	48.406	
31.	Accidents/Injury	2.657	
32.	Local Law Enforcement Officers	182	
33.	% (Percent)	2.00	
34.	Trooper Force	15	
35.	Population/Enforcement Officers	450.55	
36.	Part I Crimes Index	2,709	
37.	% (Percent)	1.42	
38.	Crime Rate (100,000)	3,303.66	
39.	Arrest Moving Hazardous - GSP		6,206
40.	Arrest Other - GSP		540
41.	Warnings Moving Hazardous - GSP		1,485
42.	Warnings Other - GSP		1,083
43.	Patrol Miles - GSP		286,413
44.	Other Miles - GSP		9,857
45.	Motor Vehicle Registration	60,237	
46.	Patrol Hours		15,994

* Where Applicable

DST 2

TROOP C

COUNTIES IN TERRITORY:

Harris
Muscogee
Troup

	Factor	Total	Responsibility*
1.	Population	228,300	57,100
2.	% (Percent)	4.67	
3.	Total Roadway Miles	1,629.60	1,245.28
4.	% (Percent)	1.81	1.40
5.	Interstate Miles	33.04	33.04
6.	% (Percent)	2.03	2.65
7.	Federal Aid Primary	165.00	99.59
8.	% (Percent)	10.13	8.00
9.	Federal Aid Secondary	452.28	369.19
10.	% (Percent)	27.75	29.65
11.	Non Federal Aid	979.28	743.46
12.	% (Percent)	60.09	59.70
13.	Area (Sq. Miles)	1,100	880
14.	% (Percent)	1.89	
15.	Population/square mi.	207.55	
16.	Roadway/square mi.	1.48	
17.	Population/roadway mi.	140.10	
18.	Million Vehicle Miles Traveled	1,019,569	388.419
19.	% (Percent)	3.36	
20.	MVMT/Roadway mi.	0.626	
21.	Accidents	8,353	586
22.	% (Percent)	6.59	
23.	Injuries	1,914	

	Factor	Total	Responsibility*
24.	% (Percent)	5.44	
25.	Fatalities	53	
26.	% (Percent)	3.43	
27.	Fatalities/MVMT	0.052	
28.	Injuries/MVMT	1.877	
29.	Accidents/MVMT	8.193	
30.	Accidents/Fatalities	157.604	
31.	Accidents/Injury	4.364	
32.	Local Law Enforcement Officers	508	91
33.	% (Percent)	5.57	1.00
34.	Trooper Force	11	
35.	Population/Enforcement Officers	449.41	627.47
36.	Part I Crimes Index	6,831	1,489
37.	% (Percent)	3.58	0.78
38.	Crime Rate (100,000)	2,992.12	2,607.71
39.	Arrest Moving Hazardous - GSP		3,170
40.	Arrest Other - GSP		1,296
41.	Warnings Moving Hazardous - GSP		1,779
42.	Warnings Other - GSP		622
43.	Patrol Miles - GSP		329,739
44.	Other Miles - GSP		4,509
45.	Motor Vehicle Registration	150,635	38,866
46.	Patrol Hours		15,888

* Where Applicable

POST 3

TROOP A

COUNTIES IN TERRITORY:

Bartow
Cobb

	Factor	Total	Responsibility*
1.	Population	273,000	636
2.	% (Percent)	5.59	
3.	Total Roadway Miles	2,176.92	
4.	% (Percent)	2.42	
5.	Interstate Miles	51.75	
6.	% (Percent)	2.38	
7.	Federal Aid Primary	125.79	
8.	% (Percent)	5.78	
9.	Federal Aid Secondary	391.57	
10.	% (Percent)	17.99	
11.	Non Federal Aid	1,607.81	
12.	% (Percent)	73.86	
13.	Area (Sq. Miles)	804	
14.	% (Percent)	1.38	
15.	Population/square mi.	339.55	
16.	Roadway/square mi.	2.71	
17.	Population/roadway mi.	125.41	
18.	Million Vehicle Miles Traveled	1,674.470	
19.	% (Percent)	5.54	
20.	MVMT/Roadway mi.	0.769	
21.	Accidents	10,024	636
22.	% (Percent)	7.91	
23.	Injuries	2,492	

	Factor	Total	Responsibility*
24.	% (Percent)	7.08	
25.	Fatalities	72	
26.	% (Percent)	4.66	
27.	Fatalities/MVMT	0.043	
28.	Injuries/MVMT	1.488	
29.	Accidents/MVMT	5.986	
30.	Accidents/Fatalities	139.222	
31.	Accidents/Injury	4.023	
32.	Local Law Enforcement Officers	539	
33.	% (Percent)	5.91	
34.	Trooper Force	13	
35.	Population/Enforcement Officers	506.49	
36.	Part I Crimes Index	11,612	
37.	% (Percent)	6.08	
38.	Crime Rate (100,000)	4,253.48	
39.	Arrest Moving Hazardous - GSP		2,712
40.	Arrest Other - GSP		434
41.	Warnings Moving Hazardous - GSP		5,242
42.	Warnings Other - GSP		355
43.	Patrol Miles - GSP		285,746
44.	Other Miles - GSP		25,286
45.	Motor Vehicle Registration	222,975	
46.	Patrol Hours		13,205

* Where Applicable

POST 4

TROOP C

COUNTIES IN TERRITORY:

Carroll
Douglas
Paulding

	Factor	Total	Responsibility*
1.	Population	114,200	
2.	% (Percent)	2,34	
3.	Total Roadway Miles	2,175.97	
4.	% (Percent)	2.42	
5.	Interstate Miles	18.88	
6.	% (Percent)	0.87	
7.	Federal Aid Primary	107.38	
8.	% (Percent)	4.93	
9.	Federal Aid Secondary	460.05	
10.	% (Percent)	21.14	
11.	Non Federal Aid	1,589.66	
12.	% (Percent)	73.06	
13.	Area (Sq. Miles)	1,015	
14.	% (Percent)	1.75	
15.	Population/square mi.	112.51	
16.	Roadway/square mi.	2.14	
17.	Population/roadway mi.	52.48	
18.	Million Vehicle Miles Traveled	660.643	
19.	% (Percent)	2.19	
20.	MVMT/Roadway mi.	0.304	
21.	Accidents	2,377	1,298
22.	% (Percent)	1.87	
23.	Injuries	983	

	Factor	Total	Responsibility*
24.	% (Percent)	2,79	
25.	Fatalities	41	
26.	% (Percent)	2,65	
27.	Fatalities/MVMT	0,062	
28.	Injuries/MVMT	1,488	
29.	Accidents/MVMT	3,598	
30.	Accidents/Fatalities	57,976	
31.	Accidents/Injury	2.418	
32.	Local Law Enforcement Officers	146	
33.	% (Percent)	1.60	
34.	Trooper Force	14	
35.	Population/Enforcement Officers	782.19	
36.	Part I Crimes Index	2,109	
37.	% (Percent)	1.10	
38.	Crime Rate (100,000)	1,846.76	
39.	Arrest Moving Hazardous - GSP		2,568
40.	Arrest Other - GSP		809
41.	Warnings Moving Hazardous - GSP		4,401
42.	Warnings Other - GSP		2,093
43.	Patrol Miles - GSP		371,049
44.	Other Miles - GSP		23,157
45.	Motor Vehicle Registration	86,767	
46.	Patrol Hours		19,383

* Where Applicable

POST 5

TROOP A

COUNTIES IN TERRITORY:

Catoosa (½)
Murray
Whitfield

	Factor	Total	Responsibility*
1.	Population	91,850	
2.	% (Percent)	1.88	
3.	Total Roadway Miles	1,320.27	1,294.99
4.	% (Percent)	1.47	1.50
5.	Interstate Miles	25.28	0.00
6.	% (Percent)	1.91	0.00
7.	Federal Aid Primary	95.57	95.57
8.	% (Percent)	7.24	7.38
9.	Federal Aid Secondary	246.36	246.36
10.	% (Percent)	18.66	19.02
11.	Non Federal Aid	953.06	953.06
12.	% (Percent)	72.19	73.60
13.	Area (Sq. Miles)	707	
14.	% (Percent)	1.22	
15.	Population/square mi.	129.92	
16.	Roadway/square mi.	1.87	
17.	Population/roadway mi.	69.57	
18.	Million Vehicle Miles Traveled	693.484	
19.	% (Percent)	2.30	
20.	MVMT/Roadway mi.	0.525	
21.	Accidents	2,396	1,203
22.	% (Percent)	1.89	
23.	Injuries	652	

	Factor	Total	Responsibility*
24.	% (Percent)	1.85	
25.	Fatalities	24	
26.	% (Percent)	1.55	
27.	Fatalities/MVMT	0.035	
28.	Injuries/MVMT	0.940	
29.	Accidents/MVMT	3.455	
30.	Accidents/Fatalities	99.833	
31.	Accidents/Injury	3.675	
32.	Local Law Enforcement Officers	111	
33.	% (Percent)	1.22	
34.	Trooper Force	15	
35.	Population/Enforcement Officers	827.48	
36.	Part I Crimes Index	2,841	
37.	% (Percent)	1.49	
38.	Crime Rate (100,000)	3,093.09	
39.	Arrest Moving Hazardous - GSP		3,655
40.	Arrest Other - GSP		1,255
41.	Warnings Moving Hazardous - GSP		5,479
42.	Warnings Other - GSP		849
43.	Patrol Miles - GSP		263,818
44.	Other Miles - GSP		21,094
45.	Motor Vehicle Registration	58,861	
46.	Patrol Hours		14,688

* Where Applicable

POST 6

TROOP B

COUNTIES IN TERRITORY:

Banks
Dawson
Hall
Lumpkin
White

	Factor	Total	Responsibility*
1.	Population	92,700	
2.	% (Percent)	1.90	
3.	Total Roadway Miles	2,540.80	
4.	% (Percent)	2.82	
5.	Interstate Miles	6.51	
6.	% (Percent)	0.26	
7.	Federal Aid Primary	182.19	
8.	% (Percent)	7.17	
9.	Federal Aid Secondary	642.22	
10.	% (Percent)	25.28	
11.	Non Federal Aid	1,709.88	
12.	% (Percent)	67.30	
13.	Area (Sq. Miles)	1,355	
14.	% (Percent)	2.33	
15.	Population/square mi.	68.41	
16.	Roadway/square mi.	1.88	
17.	Population/roadway mi.	36.49	
18.	Million Vehicle Miles Traveled	680.036	
19.	% (Percent)	2.25	
20.	MVMT/Roadway mi.	0.268	
21.	Accidents	1,807	1,058
22.	% (Percent)	1.43	
23.	Injuries	719	

	Factor	Total	Responsibility*
24.	% (Percent)	2.04	
25.	Fatalities	45	
26.	% (Percent)	2.91	
27.	Fatalities/MVMT	0.066	
28.	Injuries/MVMT	1.057	
29.	Accidents/MVMT	2.657	
30.	Accidents/Fatalities	40.156	
31.	Accidents/Injury	2.513	
32.	Local Law Enforcement Officers	97	
33.	% (Percent)	1.06	
34.	Trooper Force	14	
35.	Population/Enforcement Officers	955.67	
36.	Part I Crimes Index	3,186	
37.	% (Percent)	1.67	
38.	Crime Rate (100,000)	3,436.89	
39.	Arrest Moving Hazardous - GSP		4,116
40.	Arrest Other - GSP		1,036
41.	Warnings Moving Hazardous - GSP		3,309
42.	Warnings Other - GSP		484
43.	Patrol Miles - GSP		279,833
44.	Other Miles - GSP		29,903
45.	Motor Vehicle Registration	75,147	
46.	Patrol Hours		12,908

* Where Applicable

POST 7

TROOP B

COUNTIES IN TERRITORY:

Franklin
Habersham
Hart
Rabun
Stephens

	Factor	Total	Responsibility*
1.	Population	81,100	
2.	% (Percent)	1.66	
3.	Total Roadway Miles	2,598.20	
4.	% (Percent)	2.89	
5.	Interstate Miles	23.59	
6.	% (Percent)	0.91	
7.	Federal Aid Primary	169.71	
8.	% (Percent)	6.53	
9.	Federal Aid Secondary	560.22	
10.	% (Percent)	21.56	
11.	Non Federal Aid	1,844.68	
12.	% (Percent)	71.00	
13.	Area (Sq. Miles)	1,317	
14.	% (Percent)	2.27	
15.	Population/square mi.	61.58	
16.	Roadway/square mi.	1.97	
17.	Population/roadway mi.	31.21	
18.	Million Vehicle Miles Traveled	594.328	
19.	% (Percent)	1.97	
20.	MVMT/Roadway mi.	0.229	
21.	Accidents	809	425
22.	% (Percent)	0.64	
23.	Injuries	495	

	Factor	Total	Responsibility*
24.	% (Percent)	1.41	
25.	Fatalities	39	
26.	% (Percent)	2.52	
27.	Fatalities/MVMT	0,066	
28.	Injuries/MVMT	0,833	
29.	Accidents/MVMT	1.361	
30.	Accidents/Fatalities	20.744	
31.	Accidents/Injury	1,634	
32.	Local Law Enforcement Officers	84	
33.	% (Percent)	0,92	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	965.48	
36.	Part I Crimes Index	1,352	
37.	% (Percent)	0,71	
38.	Crime Rate (100,000)	1,667.08	
39.	Arrest Moving Hazardous - GSP		2,959
40.	Arrest Other - GSP		606
41.	Warnings Moving Hazardous - GSP		2,819
42.	Warnings Other - GSP		1,618
43.	Patrol Miles - GSP		289,073
44.	Other Miles - GSP		47,258
45.	Motor Vehicle Registration	69,406	
46.	Patrol Hours		14,684

* Where Applicable

POST 8

TROOP D

COUNTIES IN TERRITORY:

Greene
Jasper
Morgan
Newton
Walton

	Factor	Total	Responsibility*
1.	Population	84,500	
2.	% (Percent)	1.73	
3.	Total Roadway Miles	2,823.20	
4.	% (Percent)	3.14	
5.	Interstate Miles	68.48	
6.	% (Percent)	2.43	
7.	Federal Aid Primary	215.75	
8.	% (Percent)	7.64	
9.	Federal Aid Secondary	673.29	
10.	% (Percent)	23.85	
11.	Non Federal Aid	1,865.68	
12.	% (Percent)	66.08	
13.	Area (Sq. Miles)	1,733	
14.	% (Percent)	2.98	
15.	Population/square mi.	48.76	
16.	Roadway/square mi.	1.63	
17.	Population/roadway mi.	29.93	
18.	Million Vehicle Miles Traveled	640.901	
19.	% (Percent)	2.12	
20.	MVMT/Roadway mi.	0.227	
21.	Accidents	1,035	372
22.	% (Percent)	0.82	
23.	Injuries	502	

	Factor	Total	Responsibility*
24.	% (Percent)	1.43	
25.	Fatalities	38	
26.	% (Percent)	2.46	
27.	Fatalities/MVMT	0.059	
28.	Injuries/MVMT	0.783	
29.	Accidents/MVMT	1.615	
30.	Accidents/Fatalities	27.237	
31.	Accidents/Injury	2.062	
32.	Local Law Enforcement Officers	143	
33.	% (Percent)	1.57	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	590.91	
36.	Part I Crimes Index	1,891	
37.	% (Percent)	0.99	
38.	Crime Rate (100,000)	2,237.87	
39.	Arrest Moving Hazardous - GSP		5,420
40.	Arrest Other - GSP		1,181
41.	Warnings Moving Hazardous - GSP		5,519
42.	Warnings Other - GSP		452
43.	Patrol Miles - GSP		320,633
44.	Other Miles - GSP		25,193
45.	Motor Vehicle Registration	59,832	
46.	Patrol Hours		13,494

* Where Applicable

POST 9

TROOP C

COUNTIES IN TERRITORY:

Clayton
Dekalb
Fulton

	Factor	Total	Responsibility*
1.	Population	1,172.300	
2.	% (Percent)	24.00	
3.	Total Roadway Miles	3,111.92	
4.	% (Percent)	3.46	
5.	Interstate Miles	143.92	
6.	% (Percent)	4.62	
7.	Federal Aid Primary	248.28	
8.	% (Percent)	7.98	
9.	Federal Aid Secondary	659.50	
10.	% (Percent)	21.19	
11.	Non Federal Aid	2,060.22	
12.	% (Percent)	66.20	
13.	Area (Sq. Miles)	948	
14.	% (Percent)	1.63	
15.	Population/square mi.	1,236.60	
16.	Roadway/square mi.	3.28	
17.	Population/roadway mi.	376.71	
18.	Million Vehicle Miles Traveled	5,971.632	
19.	% (Percent)	19.77	
20.	MVMT/Roadway mi.	1.92	
21.	Accidents	39,949	58
22.	% (Percent)	31.51	
23.	Injuries	9,344	

	Factor	Total	Responsibility*
24.	% (Percent)	26.56	
25.	Fatalities	221	
26.	% (Percent)	14.30	
27.	Fatalities/MVMT	0.037	
28.	Injuries/MVMT	1.565	
29.	Accidents/MVMT	6.690	
30.	Accidents/Fatalities	180.765	
31.	Accidents/Injury	4.275	
32.	Local Law Enforcement Officers	2,820	
33.	% (Percent)	30.94	
34.	Trooper Force	18	
35.	Population/Enforcement Officers	415.71	
36.	Part I Crimes Index	80,560	
37.	% (Percent)	42.17	
38.	Crime Rate (100,000)	6,871.96	
39.	Arrest Moving Hazardous - GSP		6,430
40.	Arrest Other - GSP		1,807
41.	Warnings Moving Hazardous - GSP		1,056
42.	Warnings Other - GSP		267
43.	Patrol Miles - GSP		207,926
44.	Other Miles - GSP		142,603
45.	Motor Vehicle Registration	796,621	
46.	Patrol Hours		11,628

* Where Applicable

POST 10

TROOP E

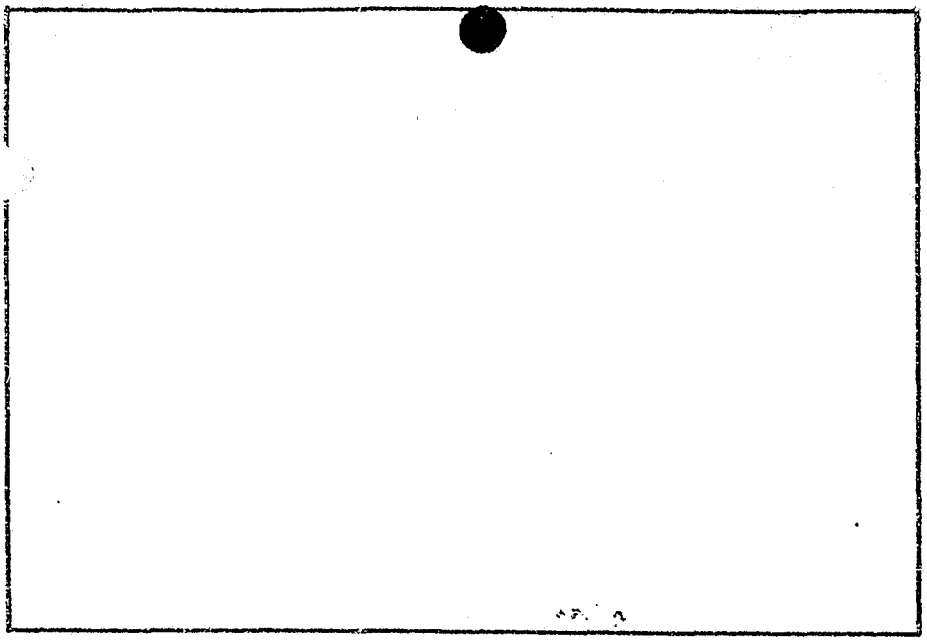
COUNTIES IN TERRITORY:

Lee
Schley
Sumter
Terrell
Webster

	Factor	Total	Responsibility*
1.	Population	54,100	
2.	% (Percent)	1.11	
3.	Total Roadway Miles	2,107.20	
4.	% (Percent)	2.34	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	188.85	
8.	% (Percent)	8.96	
9.	Federal Aid Secondary	611.78	
10.	% (Percent)	29.03	
11.	Non Federal Aid	1,306.57	
12.	% (Percent)	62.01	
13.	Area (Sq. Miles)	1,528	
14.	% (Percent)	2.63	
15.	Population/square mi.	35.41	
16.	Roadway/square mi.	1.38	
17.	Population/roadway mi.	25.67	
18.	Million Vehicle Miles Traveled	326.609	
19.	% (Percent)	1.08	
20.	MVMT/Roadway mi.	0.155	
21.	Accidents	1,210	477
22.	% (Percent)	0.95	
23.	Injuries	426	

	Factor	Total	Responsibility*
24.	% (Percent)	1.21	
25.	Fatalities	25	
26.	% (Percent)	1.62	
27.	Fatalities/MVMT	0.077	
28.	Injuries/MVMT	1.304	
29.	Accidents/MVMT	3.705	
30.	Accidents/Fatalities	48.400	
31.	Accidents/Injury	2.840	
32.	Local Law Enforcement Officers	77	
33.	% (Percent)	0.85	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	702.60	
36.	Part I Crimes Index	1,077	
37.	% (Percent)	0.56	
38.	Crime Rate (100,000)	1,990.76	
39.	Arrest Moving Hazardous - GSP		1,718
40.	Arrest Other - GSP		336
41.	Warnings Moving Hazardous - GSP		687
42.	Warnings Other - GSP		57
43.	Patrol Miles - GSP		275,178
44.	Other Miles - GSP		14,511
45.	Motor Vehicle Registration	34,716	
46.	Patrol Hours		14,463

* Where Applicable



POST 11

TROOP F

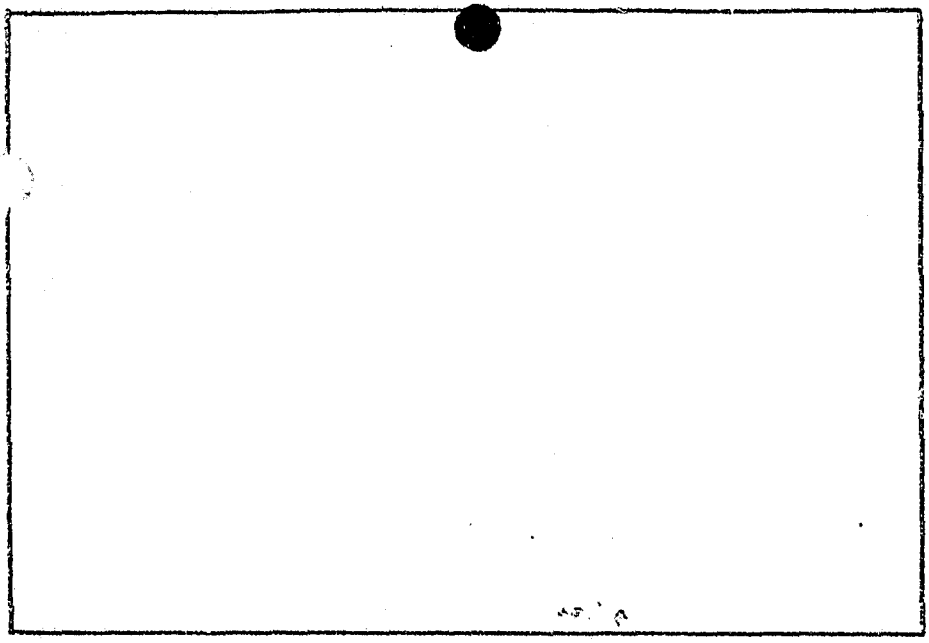
COUNTIES IN TERRITORY:

Liberty
Long
McIntosh

	Factor	Total	Responsibility*
1.	Population	29,700	
2.	% (Percent)	0.61	
3.	Total Roadway Miles	807.90	
4.	% (Percent)	0.90	
5.	Interstate Miles	58.40	
6.	% (Percent)	7.23	
7.	Federal Aid Primary	54.23	
8.	% (Percent)	6.71	
9.	Federal Aid Secondary	252.63	
10.	% (Percent)	31.27	
11.	Non Federal Aid	442.64	
12.	% (Percent)	54.79	
13.	Area (Sq. Miles)	1,342	
14.	% (Percent)	2.31	
15.	Population/square mi.	22.13	
16.	Roadway/square mi.	0.60	
17.	Population/roadway mi.	36.76	
18.	Million Vehicle Miles Traveled	344.878	
19.	% (Percent)	1.14	
20.	MVMT/Roadway mi.	0.427	
21.	Accidents	428	298
22.	% (Percent)	0.34	
23.	Injuries	178	

	Factor	Total	Responsibility*
24.	% (Percent)	0.51	
25.	Fatalities	18	
26.	% (Percent)	1.17	
27.	Fatalities/MVMT	0.052	
28.	Injuries/MVMT	0.516	
29.	Accidents/MVMT	1.241	
30.	Accidents/Fatalities	23,778	
31.	Accidents/Injury	2,405	
32.	Local Law Enforcement Officers	46	
33.	% (Percent)	0.51	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	645.65	
36.	Part I Crimes Index	528	
37.	% (Percent)	0.28	
38.	Crime Rate (100,000)	1,777.78	
39.	Arrest Moving Hazardous - GSP		4,245
40.	Arrest Other - GSP		557
41.	Warnings Moving Hazardous - GSP		2,538
42.	Warnings Other - GSP		666
43.	Patrol Miles - GSP		255,156
44.	Other Miles - GSP		10,118
45.	Motor Vehicle Registration	16,756	
46.	Patrol Hours		14,297

* Where Applicable



POST 12

TROOP E

COUNTIES IN TERRITORY:

Colquitt
Grady
Mitchell
Thomas

	Factor	Total	Responsibility*
1.	Population	107,300	
2.	% (Percent)	2.20	
3.	Total Roadway Miles	3,341.41	
4.	% (Percent)	3.71	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	291.84	
8.	% (Percent)	8.73	
9.	Federal Aid Secondary	792.01	
10.	% (Percent)	23.70	
11.	Non Federal Aid	2,257.56	
12.	% (Percent)	67.56	
13.	Area (Sq. Miles)	2,079	
14.	% (Percent)	3.58	
15.	Population/square mi.	51.61	
16.	Roadway/square mi.	1.61	
17.	Population/roadway mi.	32.11	
18.	Million Vehicle Miles Traveled	529.576	
19.	% (Percent)	1.75	
20.	MVMT/Roadway mi.	0.159	
21.	Accidents	2,345	603
22.	% (Percent)	1.85	
23.	Injuries	698	

	Factor	Total	Responsibility*
24.	% (Percent)	1.98	
25.	Fatalities	36	
26.	% (Percent)	2.33	
27.	Fatalities/MVMT	0.068	
28.	Injuries/MVMT	1.318	
29.	Accidents/MVMT	4.428	
30.	Accidents/Fatalities	65.139	
31.	Accidents/Injury	3.360	
32.	Local Law Enforcement Officers	161	
33.	% (Percent)	1.77	
34.	Trooper Force	15	
35.	Population/Enforcement Officers	666.46	
36.	Part I Crimes Index	2,262	
37.	% (Percent)	1.18	
38.	Crime Rate (100,000)	2,108.11	
39.	Arrest Moving Hazardous - GSP		3,197
40.	Arrest Other - GSP		2,033
41.	Warnings Moving Hazardous - GSP		3,533
42.	Warnings Other - GSP		423
43.	Patrol Miles - GSP		259,461
44.	Other Miles - GSP		60,480
45.	Motor Vehicle Registration	72,540	
46.	Patrol Hours		14,463

* Where Applicable

CST 13

TROOP E

COUNTIES IN TERRITORY:

Berrien
Cook
Tift

	Factor	Total	Responsibility*
1.	Population	53,900	
2.	% (Percent)	1.10	
3.	Total Roadway Miles	1,880.29	
4.	% (Percent)	2.09	
5.	Interstate Miles	41.34	
6.	% (Percent)	2.20	
7.	Federal Aid Primary	149.83	
8.	% (Percent)	7.97	
9.	Federal Aid Secondary	364.67	
10.	% (Percent)	19.39	
11.	Non Federal Aid	1,324.45	
12.	% (Percent)	70.44	
13.	Area (Sq. Miles)	967	
14.	% (Percent)	1.67	
15.	Population/square mi.	55.74	
16.	Roadway/square mi.	1.94	
17.	Population/roadway mi.	28.67	
18.	Million Vehicle Miles Traveled	615.894	
19.	% (Percent)	2.04	
20.	MVMT/Roadway mi.	0.328	
21.	Accidents	898	699
22.	% (Percent)	0.71	
23.	Injuries	297	

	Factor	Total	Responsibility*
24.	% (Percent)	0.84	
25.	Fatalities	27	
26.	% (Percent)	1.75	
27.	Fatalities/MVMT	0.044	
28.	Injuries/MVMT	0.482	
29.	Accidents/MVMT	1.458	
30.	Accidents/Fatalities	33.259	
31.	Accidents/Injury	3.024	
32.	Local Law Enforcement Officers	157	
33.	% (Percent)	1.72	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	343.31	
36.	Part I Crimes Index	1,560	
37.	% (Percent)	0.82	
38.	Crime Rate (100,000)	2,894.25	
39.	Arrest Moving Hazardous - GSP		4,169
40.	Arrest Other - GSP		613
41.	Warnings Moving Hazardous - GSP		2,002
42.	Warnings Other - GSP		129
43.	Patrol Miles - GSP		338,340
44.	Other Miles - GSP		24,045
45.	Motor Vehicle Registration	39,327	
46.	Patrol Hours		15,857

* Where Applicable

DIST 14

TROOP E

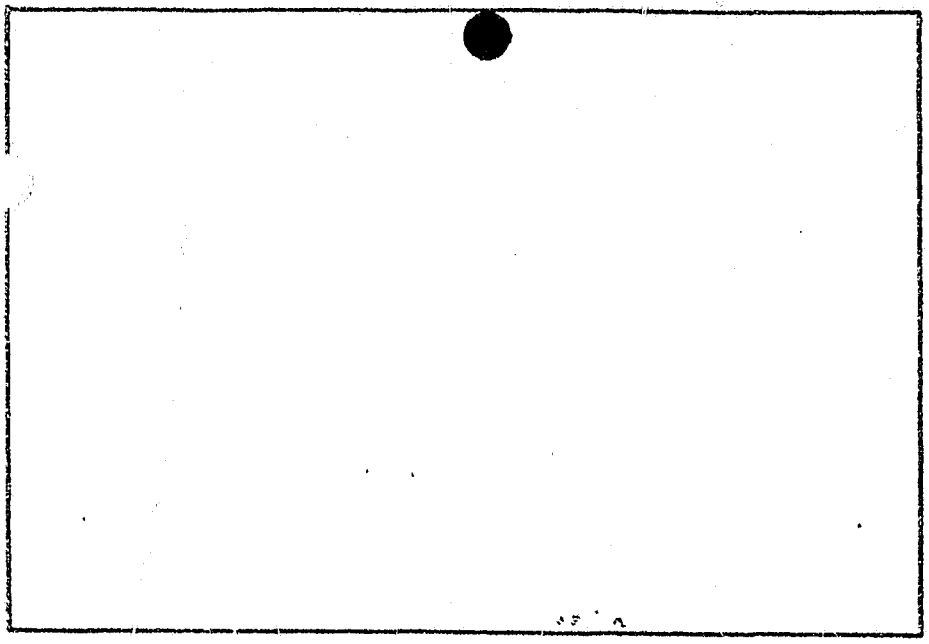
COUNTIES IN TERRITORY:

Decatur
Early
Miller
Seminole

	Factor	Total	Responsibility*
1.	Population	49,600	
2.	% (Percent)	1.02	
3.	Total Roadway Miles	2,442.32	
4.	% (Percent)	2.71	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	145.91	
8.	% (Percent)	5.97	
9.	Federal Aid Secondary	616.17	
10.	% (Percent)	25.23	
11.	Non Federal Aid	1,680.24	
12.	% (Percent)	68.80	
13.	Area (Sq. Miles)	1,632	
14.	% (Percent)	2.81	
15.	Population/square mi.	30.39	
16.	Roadway/square mi.	1.50	
17.	Population/roadway mi.	20.31	
18.	Million Vehicle Miles Traveled	323.288	
19.	% (Percent)	1.07	
20.	MVMT/Roadway mi.	0.132	
21.	Accidents	775	321
22.	% (Percent)	0.61	
23.	Injuries	310	

	Factor	Total	Responsibility*
24.	% (Percent)	0.88	
25.	Fatalities	14	
26.	% (Percent)	0.91	
27.	Fatalities/MVMT	0.043	
28.	Injuries/MVMT	0.959	
29.	Accidents/MVMT	2.397	
30.	Accidents/Fatalities	55.357	
31.	Accidents/Injury	2.500	
32.	Local Law Enforcement Officers	71	
33.	% (Percent)	0.78	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	698.59	
36.	Part I Crimes Index	828	
37.	% (Percent)	0.43	
38.	Crime Rate (100,000)	1,669.35	
39.	Arrest Moving Hazardous - GSP		1,070
40.	Arrest Other - GSP		612
41.	Warnings Moving Hazardous - GSP		1,172
42.	Warnings Other - GSP		79
43.	Patrol Miles - GSP		201,353
44.	Other Miles - GSP		50,408
45.	Motor Vehicle Registration	32,752	
46.	Patrol Hours		11,009

* Where Applicable



OST 15

TROOP D

COUNTIES IN TERRITORY:

Bibb
Bleckley
Houston
Macon
Peach
Pulaski

	Factor	Total	Responsibility*
1.	Population	266,800	121,100
2.	% (Percent)	5.46	
3.	Total Roadway Miles	2,591.74	2,137.30
4.	% (Percent)	2.88	2.40
5.	Interstate Miles	72.92	29.65
6.	% (Percent)	2.81	1.39
7.	Federal Aid Primary	347.80	257.29
8.	% (Percent)	13.42	12.04
9.	Federal Aid Secondary	579.64	492.19
10.	% (Percent)	22.36	23.03
11.	Non Federal Aid	1,591.38	1,358.17
12.	% (Percent)	61.40	63.55
13.	Area (Sq. Miles)	1,660	1,406.00
14.	% (Percent)	2.86	2.47
15.	Population/square mi.	160.72	86.13
16.	Roadway/square mi.	1.56	1.52
17.	Population/roadway mi.	102.94	56.66
18.	Million Vehicle Miles Traveled	1,613.581	825.787
19.	% (Percent)	5.34	
20.	MVMT/Roadway mi.	0.623	0.386
21.	Accidents	5,647	449
22.	% (Percent)	4.45	
23.	Injuries	1,408	

	Factor	Total	Responsibility*
24.	% (Percent)	4.00	
25.	Fatalities	76	
26.	% (Percent)	4.92	
27.	Fatalities/MVMT	0.047	
28.	Injuries/MVMT	0.873	
29.	Accidents/MVMT	3.500	
30.	Accidents/Fatalities	74.303	
31.	Accidents/Injury	4.011	
32.	Local Law Enforcement Officers	537	215
33.	% (Percent)	5.89	2.36
34.	Trooper Force	14	
35.	Population/Enforcement Officers	496.83	563.26
36.	Part I Crimes Index	11,097	2,944
37.	% (Percent)	5.81	1.54
38.	Crime Rate (100,000)	4,159.30	2,431.05
39.	Arrest Moving Hazardous - GSP		4,824
40.	Arrest Other - GSP		1,778
41.	Warnings Moving Hazardous - GSP		1,451
42.	Warnings Other - GSP		669
43.	Patrol Miles - GSP		405,878
44.	Other Miles - GSP		7,037
45.	Motor Vehicle Registration	170,584	80,449
46.	Patrol Hours		18,845

* Where Applicable

POST 16

TROOP F

COUNTIES IN TERRITORY:

Dodge
Jeff Davis
Montgomery
Telfair
Wheeler

	Factor	Total	Responsibility*
1.	Population	49,600	
2.	% (Percent)	1.02	
3.	Total Roadway Miles	2,768.73	
4.	% (Percent)	3.08	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	221.67	
8.	% (Percent)	8.01	
9.	Federal Aid Secondary	602.05	
10.	% (Percent)	21.74	
11.	Non Federal Aid	1,945.01	
12.	% (Percent)	70.25	
13.	Area (Sq. Miles)	1,810	
14.	% (Percent)	3.12	
15.	Population/square mi.	27.40	
16.	Roadway/square mi.	1.53	
17.	Population/roadway mi.	17.91	
18.	Million Vehicle Miles Traveled	275.046	
19.	% (Percent)	0.91	
0.	MVMT/Roadway mi.	0.099	
21.	Accidents	425	261
22.	% (Percent)	0.33	
23.	Injuries	184	

	Factor	Total	Responsibility*
24.	% (Percent)	0.52	
25.	Fatalities	30	
26.	% (Percent)	1.94	
27.	Fatalities/MVMT	0.109	
28.	Injuries/MVMT	0.669	
29.	Accidents/MVMT	1.545	
30.	Accidents/Fatalities	14.167	
31.	Accidents/Injury	2.310	
32.	Local Law Enforcement Officers	41	
33.	% (Percent)	0.45	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	1,209.76	
36.	Part I Crimes Index	592	
37.	% (Percent)	0.31	
38.	Crime Rate (100,000)	1,193.55	
39.	Arrest Moving Hazardous - GSP		3,648
40.	Arrest Other - GSP		421
41.	Warnings Moving Hazardous - GSP		4,209
42.	Warnings Other - GSP		520
43.	Patrol Miles - GSP		343,655
44.	Other Miles - GSP		18,383
45.	Motor Vehicle Registration	34,582	
46.	Patrol Hours		15,482

* Where Applicable

POST 17

TROOP B

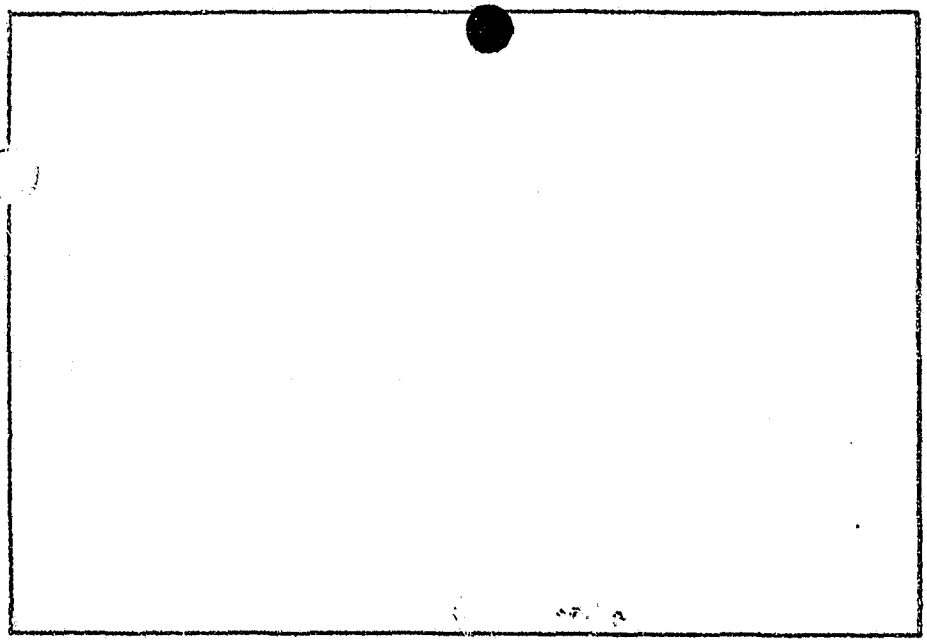
COUNTIES IN TERRITORY:

Elbert
Lincoln
Oglethorpe
Taliaferro
Wilkes

	Factor	Total	Responsibility*
1.	Population	44,100	
2.	% (Percent)	0.90	
3.	Total Roadway Miles	2,284.07	
4.	% (Percent)	2.54	
5.	Interstate Miles	10.20	
6.	% (Percent)	0.45	
7.	Federal Aid Primary	175.98	
8.	% (Percent)	7.70	
9.	Federal Aid Secondary	566.43	
10.	% (Percent)	24.80	
11.	Non Federal Aid	1,531.46	
12.	% (Percent)	67.05	
13.	Area (Sq. Miles)	1,648	
14.	% (Percent)	2.84	
15.	Population/square mi.	26.76	
16.	Roadway/square mi.	1.39	
17.	Population/roadway mi.	19.31	
18.	Million Vehicle Miles Traveled	270.036	
19.	% (Percent)	0.89	
20.	MVMT/Roadway mi.	0.118	
21.	Accidents	603	295
22.	% (Percent)	0.48	
23.	Injuries	305	

	Factor	Total	Responsibility*
24.	% (Percent)	0.87	
25.	Fatalities	21	
26.	% (Percent)	1.36	
27.	Fatalities/MVMT	0.078	
28.	Injuries/MVMT	1.130	
29.	Accidents/MVMT	2.233	
30.	Accidents/Fatalities	28.714	
31.	Accidents/Injury	1.977	
32.	Local Law Enforcement Officers	60	
33.	% (Percent)	0.66	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	735.00	
36.	Part I Crimes Index	894	
37.	% (Percent)	0.47	
38.	Crime Rate (100,000)	2,027.21	
39.	Arrest Moving Hazardous - GSP		1,442
40.	Arrest Other - GSP		375
41.	Warnings Moving Hazardous - GSP		1,278
42.	Warnings Other - GSP		240
43.	Patrol Miles - GSP		196,455
44.	Other Miles - GSP		29,235
45.	Motor Vehicle Registration	33,564	
46.	Patrol Hours		11,907

* Where Applicable



POST 18

TROOP F

COUNTIES IN TERRITORY:

Appling
Evans
Tattnall
Toombs

	Factor	Total	Responsibility*
1.	Population	58,600	
2.	% (Percent)	1.20	
3.	Total Roadway Miles	2,753.86	
4.	% (Percent)	3.06	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	225.77	
8.	% (Percent)	8.20	
9.	Federal Aid Secondary	512.40	
10.	% (Percent)	18.61	
11.	Non Federal Aid	2,015.69	
12.	% (Percent)	73.19	
13.	Area (Sq. Miles)	1,557	
14.	% (Percent)	2.68	
15.	Population/square mi.	37.64	
16.	Roadway/square mi.	1.77	
17.	Population/roadway mi.	21.28	
18.	Million Vehicle Miles Traveled	383.726	
19.	% (Percent)	1.27	
20.	MVMT/Roadway mi.	0.139	
21.	Accidents	346	325
22.	% (Percent)	0.27	
23.	Injuries	296	

	Factor	Total	Responsibility*
24.	% (Percent)	0.84	
25.	Fatalities	29	
26.	% (Percent)	1.88	
27.	Fatalities/MVMT	0.076	
28.	Injuries/MVMT	0.771	
29.	Accidents/MVMT	0.902	
30.	Accidents/Fatalities	11.931	
31.	Accidents/Injury	1.169	
32.	Local Law Enforcement Officers	69	
33.	% (Percent)	0.76	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	849.28	
36.	Part I Crimes Index	1,266	
37.	% (Percent)	0.66	
38.	Crime Rate (100,000)	2,160.41	
39.	Arrest Moving Hazardous - GSP		2,583
40.	Arrest Other - GSP		314
41.	Warnings Moving Hazardous - GSP		2,780
42.	Warnings Other - GSP		264
43.	Patrol Miles - GSP		359,270
44.	Other Miles - GSP		9,645
45.	Motor Vehicle Registration	41,618	
46.	Patrol Hours		17,300

* Where Applicable

POST 19

TROOP D

COUNTIES IN TERRITORY:

Emanuel
Jefferson
Treutlen

	Factor	Total	Responsibility*
1.	Population	42,500	
2.	% (Percent)	0.87	
3.	Total Roadway Miles	2,240.59	
4.	% (Percent)	2.49	
5.	Interstate Miles	10.66	
6.	% (Percent)	0.48	
7.	Federal Aid Primary	188.91	
8.	% (Percent)	8.43	
9.	Federal Aid Secondary	525.80	
10.	% (Percent)	23.47	
11.	Non Federal Aid	1,515.22	
12.	% (Percent)	67.63	
13.	Area (Sq. Miles)	1,410	
14.	% (Percent)	2.43	
15.	Population/square mi.	30.14	
16.	Roadway/square mi.	1.59	
17.	Population/roadway mi.	18.97	
18.	Million Vehicle Miles Traveled	286.995	
19.	% (Percent)	0.95	
20.	MVMT/Roadway mi.	0.128	
21.	Accidents	346	264
22.	% (Percent)	0.27	
23.	Injuries	179	

	Factor	Total	Responsibility*
24.	% (Percent)	0.51	
25.	Fatalities	15	
26.	% (Percent)	0.97	
27.	Fatalities/MVMT	0.052	
28.	Injuries/MVMT	0.624	
29.	Accidents/MVMT	1.206	
30.	Accidents/Fatalities	23.067	
31.	Accidents/Injury	1.933	
32.	Local Law Enforcement Officers	67	
33.	% (Percent)	0.74	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	634.33	
36.	Part I Crimes Index	885	
37.	% (Percent)	0.46	
38.	Crime Rate (100,000)	2,082.35	
39.	Arrest Moving Hazardous - GSP		1,934
40.	Arrest Other - GSP		551
41.	Warnings Moving Hazardous - GSP		1,280
42.	Warnings Other - GSP		119
43.	Patrol Miles - GSP		262,557
44.	Other Miles - GSP		22,148
45.	Motor Vehicle Registration	27,419	
46.	Patrol Hours		12,359

* Where Applicable

POST 20

TROOP D

COUNTIES IN TERRITORY:

Johnson
Laurens
Twiggs
Washington
Wilkinson

	Factor	Total	Responsibility*
1.	Population	75,600	
2.	% (Percent)	1.55	
3.	Total Roadway Miles	3,671.34	
4.	% (Percent)	4.08	
5.	Interstate Miles	56.24	
6.	% (Percent)	1.53	
7.	Federal Aid Primary	337.49	
8.	% (Percent)	9.19	
9.	Federal Aid Secondary	837.13	
10.	% (Percent)	22.80	
11.	Non Federal Aid	2,440.48	
12.	% (Percent)	66.47	
13.	Area (Sq. Miles)	2,618	
14.	% (Percent)	4.51	
15.	Population/square mi.	28.88	
16.	Roadway/square mi.	1.40	
17.	Population/roadway mi.	20.59	
18.	Million Vehicle Miles Traveled	525.908	
19.	% (Percent)	1.74	
20.	MVMT/Roadway mi.	0.143	
21.	Accidents	622	476
22.	% (Percent)	0.49	
23.	Injuries	279	

	Factor	Total	Responsibility*
24.	% (Percent)	0.79	
25.	Fatalities	52	
26.	% (Percent)	3.37	
27.	Fatalities/MVMT	0.099	
28.	Injuries/MVMT	0.531	
29.	Accidents/MVMT	1.183	
30.	Accidents/Fatalities	11.962	
31.	Accidents/Injury	2.229	
32.	Local Law Enforcement Officers	102	
33.	% (Percent)	1.12	
34.	Trooper Force	13	
35.	Population/Enforcement Officers	741.18	
36.	Part I Crimes Index	1,361	
37.	% (Percent)	0.71	
38.	Crime Rate (100,000)	1,800.26	
39.	Arrest Moving Hazardous - GSP		5,058
40.	Arrest Other - GSP		968
41.	Warnings Moving Hazardous - GSP		3,131
42.	Warnings Other - GSP		201
43.	Patrol Miles - GSP		399,000
44.	Other Miles - GSP		61,307
45.	Motor Vehicle Registration	51,220	
46.	Patrol Hours		17,853

* Where Applicable

POST 21

TROOP D

COUNTIES IN TERRITORY:

Burke
Jenkins
Screven

	Factor	Total	Responsibility*
1.	Population	39,500	
2.	% (Percent)	0.81	
3.	Total Roadway Miles	2,343.94	
4.	% (Percent)	2.61	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	169.73	
8.	% (Percent)	7.24	
9.	Federal Aid Secondary	555.48	
10.	% (Percent)	23.70	
11.	Non Federal Aid	1,618.73	
12.	% (Percent)	69.06	
13.	Area (Sq. Miles)	1,833	
14.	% (Percent)	3.16	
15.	Population/square mi.	21.55	
16.	Roadway/square mi.	1.28	
17.	Population/roadway mi.	16.85	
18.	Million Vehicle Miles Traveled	272.551	
19.	% (Percent)	0.90	
20.	MVMT/Roadway mi.	0.116	
21.	Accidents	657	257
22.	% (Percent)	0.52	
23.	Injuries	277	

	Factor	Total	Responsibility*
24.	% (Percent)	0.79	
25.	Fatalities	24	
26.	% (Percent)	1.55	
27.	Fatalities/MVMT	0.088	
28.	Injuries/MVMT	1.016	
29.	Accidents/MVMT	2.411	
30.	Accidents/Fatalities	27.375	
31.	Accidents/Injury	2.372	
32.	Local Law Enforcement Officers	65	
33.	% (Percent)	0.71	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	607.69	
36.	Part I Crimes Index	757	
37.	% (Percent)	0.40	
38.	Crime Rate (100,000)	1,916.46	
39.	Arrest Moving Hazardous - GSP		3,026
40.	Arrest Other - GSP		308
41.	Warnings Moving Hazardous - GSP		3,828
42.	Warnings Other - GSP		263
43.	Patrol Miles - GSP		305,142
44.	Other Miles - GSP		1,365
45.	Motor Vehicle Registration	25,355	
46.	Patrol Hours		12,708

* Where Applicable

POST 22

TROOP F

COUNTIES IN TERRITORY:

Bacon
Brantley
Charlton
Clinch
Pierce
Ware

	Factor	Total	Responsibility*
1.	Population	71,600	
2.	% (Percent)	1.47	
3.	Total Roadway Miles	3,401.77	
4.	% (Percent)	3.78	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	355.48	
8.	% (Percent)	10.45	
9.	Federal Aid Secondary	704.16	
10.	% (Percent)	20.70	
11.	Non Federal Aid	2,342.13	
12.	% (Percent)	68.85	
13.	Area (Sq. Miles)	3,587	
14.	% (Percent)	6.18	
15.	Population/square mi.	19.96	
16.	Roadway/square mi.	0.95	
17.	Population/roadway mi.	21.05	
18.	Million Vehicle Miles Traveled	613.318	
19.	% (Percent)	2.03	
20.	MVMT/Roadway mi.	0.18	
21.	Accidents	1,417	376
22.	% (Percent)	1.12	
23.	Injuries	519	

	Factor	Total	Responsibility*
24.	% (Percent)	1.48	
25.	Fatalities	39	
26.	% (Percent)	2.52	
27.	Fatalities/MVMT	0.064	
28.	Injuries/MVMT	0.846	
29.	Accidents/MVMT	2.310	
30.	Accidents/Fatalities	36.333	
31.	Accidents/Injury	2.730	
32.	Local Law Enforcement Officers	110	
33.	% (Percent)	1.21	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	650.91	
36.	Part I Crimes Index	1,466	
37.	% (Percent)	0.77	
38.	Crime Rate (100,000)	2,047.49	
39.	Arrest Moving Hazardous - GSP		2,049
40.	Arrest Other - GSP		381
41.	Warnings Moving Hazardous - GSP		3,878
42.	Warnings Other - GSP		239
43.	Patrol Miles - GSP		262,401
44.	Other Miles - GSP		9,165
45.	Motor Vehicle Registration	53,257	
46.	Patrol Hours		14,600

* Where Applicable

POST 23

TROOP F

COUNTIES IN TERRITORY:

Camden
Glynn
Wayne

	Factor	Total	Responsibility*
1.	Population	82,300	
2.	% (Percent)	1.69	
3.	Total Roadway Miles	1,573.30	
4.	% (Percent)	1.75	
5.	Interstate Miles	72.75	
6.	% (Percent)	4.62	
7.	Federal Aid Primary	139.18	
8.	% (Percent)	8.85	
9.	Federal Aid Secondary	349.68	
10.	% (Percent)	22.23	
11.	Non Federal Aid	1,011.69	
12.	% (Percent)	64.30	
13.	Area (Sq. Miles)	1,710	
14.	% (Percent)	2.94	
15.	Population/square mi.	48.13	
16.	Roadway/square mi.	0.92	
17.	Population/roadway mi.	52.31	
18.	Million Vehicle Miles Traveled	663.779	
19.	% (Percent)	2.20	
20.	MVMT/Roadway mi.	0.422	
21.	Accidents	1,826	100
22.	% (Percent)	1.44	
23.	Injuries	638	

	Factor	Total	Responsibility*
24.	% (Percent)	1.81	
25.	Fatalities	29	
26.	% (Percent)	1.88	
27.	Fatalities/MVMT	0.044	
28.	Injuries/MVMT	0.961	
29.	Accidents/MVMT	2.751	
30.	Accidents/Fatalities	62.966	
31.	Accidents/Injury	2.862	
32.	Local Law Enforcement Officers	181	
33.	% (Percent)	1.99	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	454.70	
36.	Part I Crimes Index	2,005	
37.	% (Percent)	1.05	
38.	Crime Rate (100,000)	2,436.21	
39.	Arrest Moving Hazardous - GSP		2,709
40.	Arrest Other - GSP		87
41.	Warnings Moving Hazardous - GSP		2,849
42.	Warnings Other - GSP		820
43.	Patrol Miles - GSP		243,042
44.	Other Miles - GSP		20,595
45.	Motor Vehicle Registration	58,749	
46.	Patrol Hours		10,857

* Where Applicable

POST 24

TROOP C

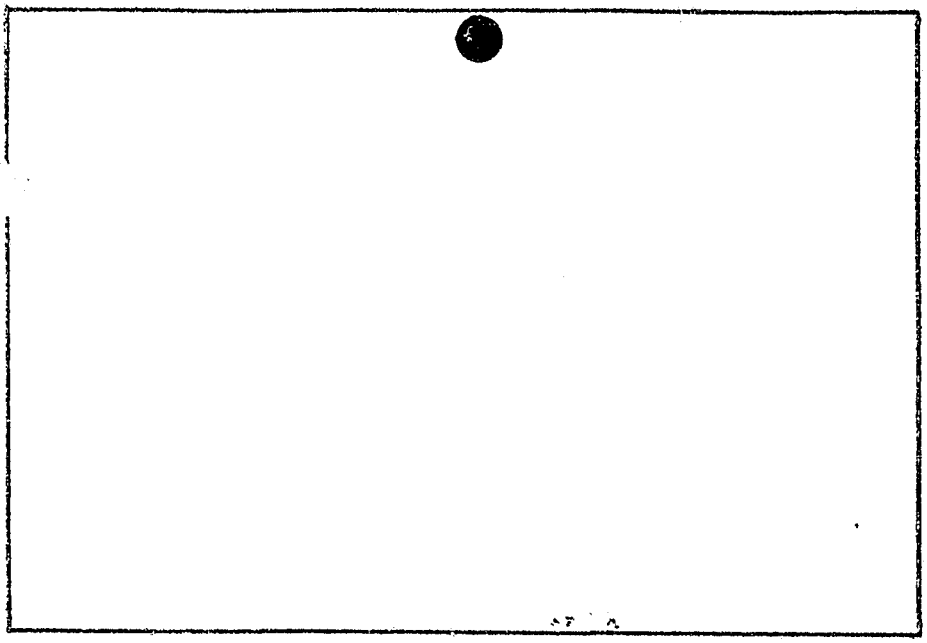
COUNTIES IN TERRITORY:

Coweta
Fayette
Heard

	Factor	Total	Responsibility*
1.	Population	53,600	
2.	% (Percent)	1.10	
3.	Total Roadway Miles	1,625.20	
4.	% (Percent)	1.81	
5.	Interstate Miles	25.03	
6.	% (Percent)	1.54	
7.	Federal Aid Primary	104.31	
8.	% (Percent)	6.42	
9.	Federal Aid Secondary	364.96	
10.	% (Percent)	22.46	
11.	Non Federal Aid	1,130.90	
12.	% (Percent)	69.58	
13.	Area (Sq. Miles)	937	
14.	% (Percent)	1.61	
15.	Population/square mi.	57.20	
16.	Roadway/square mi.	1.73	
17.	Population/roadway mi.	32.98	
18.	Million Vehicle Miles Traveled	433.960	
19.	% (Percent)	1.44	
20.	MVMT/Roadway mi.	0.267	
21.	Accidents	870	692
22.	% (Percent)	0.69	
23.	Injuries	435	

	Factor	Total	Responsibility*
24.	% (Percent)	1.24	
25.	Fatalities	28	
26.	% (Percent)	1.81	
27.	Fatalities/MVMT	0.065	
28.	Injuries/MVMT	1.002	
29.	Accidents/MVMT	2.005	
30.	Accidents/Fatalities	31.071	
31.	Accidents/Injury	2.00	
32.	Local Law Enforcement Officers	98	
33.	% (Percent)	1.08	
34.	Trooper Force	13	
35.	Population/Enforcement Officers	546.94	
36.	Part I Crimes Index	1,297	
37.	% (Percent)	0.68	
38.	Crime Rate (100,000)	2,419.78	
39.	Arrest Moving Hazardous - GSP		3,609
40.	Arrest Other - GSP		471
41.	Warnings Moving Hazardous - GSP		3,802
42.	Warnings Other - GSP		1,101
43.	Patrol Miles - GSP		314,877
44.	Other Miles - GSP		6,514
45.	Motor Vehicle Registration	47,291	
46.	Patrol Hours		14,715

* Where Applicable



POST 25

TROOP D

COUNTIES IN TERRITORY:

Columbia
Glascock
McDuffie
Richmond
Warren

	Factor	Total	Responsibility*
1.	Population	209,400	
2.	% (Percent)	4.29	
3.	Total Roadway Miles	2,242.68	
4.	% (Percent)	2.49	
5.	Interstate Miles	49.03	
6.	% (Percent)	2.19	
7.	Federal Aid Primary	202.77	
8.	% (Percent)	9.04	
9.	Federal Aid Secondary	535.13	
10.	% (Percent)	23.86	
11.	Non Federal Aid	1,455.75	
12.	% (Percent)	64.91	
13.	Area (Sq. Miles)	1,293	
14.	% (Percent)	2.23	
15.	Population/square mi.	161.95	
16.	Roadway/square mi.	1.73	
17.	Population/roadway mi.	93.37	
18.	Million Vehicle Miles Traveled	1,139.379	
19.	% (Percent)	3.77	
20.	MVMT/Roadway mi.	0.508	
21.	Accidents	7,518	245
22.	% (Percent)	5.93	
23.	Injuries	1,776	

	Factor	Total	Responsibility*
24.	% (Percent)	5.05	
25.	Fatalities	62	
26.	% (Percent)	4.01	
27.	Fatalities/MVMT	0.054	
28.	Injuries/MVMT	1.559	
29.	Accidents/MVMT	6.598	
30.	Accidents/Fatalities	121.258	
31.	Accidents/Injury	4.233	
32.	Local Law Enforcement Officers	202	
33.	% (Percent)	2.22	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	1,036.63	
36.	Part I Crimes Index	4,811	
37.	% (Percent)	2.52	
38.	Crime Rate (100,000)	2,297.52	
39.	Arrest Moving Hazardous - GSP		3,390
40.	Arrest Other - GSP		780
41.	Warnings Moving Hazardous - GSP		1,369
42.	Warnings Other - GSP		135
43.	Patrol Miles - GSP		312,942
44.	Other Miles - GSP		21,398
45.	Motor Vehicle Registration	137,229	
46.	Patrol Hours		15,387

* Where Applicable

POST 26

TROOP C

COUNTIES IN TERRITORY:

Crawford
Pike
Taylor
Upson

	Factor	Total	Responsibility*
1.	Population	45,800	
2.	% (Percent)	0.94	
3.	Total Roadway Miles	1,887.23	
4.	% (Percent)	2.10	
5.	Interstate Miles	0.16	
6.	% (Percent)	0.01	
7.	Federal Aid Primary	138.69	
8.	% (Percent)	7.35	
9.	Federal Aid Secondary	449.26	
10.	% (Percent)	23.81	
11.	Non Federal Aid	1,299.12	
12.	% (Percent)	68.84	
13.	Area (Sq. Miles)	1,282	
14.	% (Percent)	2.21	
15.	Population/square mi.	35.73	
16.	Roadway/square mi.	1.47	
17.	Population/roadway mi.	24.27	
18.	Million Vehicle Miles Traveled	257.038	
19.	% (Percent)	0.85	
20.	MVMT/Roadway mi.	0.136	
21.	Accidents	560	476
22.	% (Percent)	0.44	
23.	Injuries	266	
24.	% (Percent)	0.76	
25.	Fatalities	25	
26.	% (Percent)	1.62	
27.	Fatalities/MVMT	0.097	
28.	Injuries/MVMT	1.035	
29.	Accidents/MVMT	2.179	
30.	Accidents/Fatalities	22.400	
31.	Accidents/Injury	2.105	
32.	Local Law Enforcement Officers	67	
33.	% (Percent)	0.74	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	683.58	
36.	Part I Crimes Index	711	
37.	% (Percent)	0.37	
38.	Crime Rate (100,000)	1,552.40	
39.	Arrest Moving Hazardous - GSP		3,588
40.	Arrest Other - GSP		1,754
41.	Warnings Moving Hazardous - GSP		5,030
42.	Warnings Other - GSP		309
43.	Patrol Miles - GSP		294,669
44.	Other Miles - GSP		16,970
45.	Motor Vehicle Registration	32,315	
46.	Patrol Hours		14,601

* Where Applicable

POST 27

TROOP B

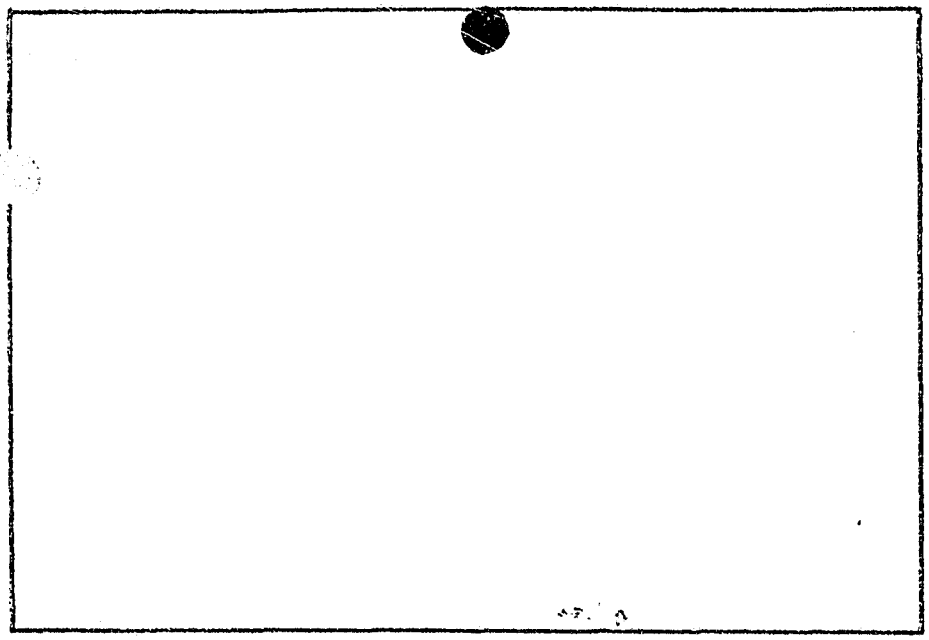
COUNTIES IN TERRITORY:

Fannin
Gilmer
Towns
Union

	Factor	Total	Responsibility*
1.	Population	35,700	
2.	% (Percent)	0.73	
3.	Total Roadway Miles	1,560.61	
4.	% (Percent)	1.73	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	136.31	
8.	% (Percent)	8.73	
9.	Federal Aid Secondary	373.54	
10.	% (Percent)	23.94	
11.	Non Federal Aid	1,050.76	
12.	% (Percent)	67.33	
13.	Area (Sq. Miles)	1,308	
14.	% (Percent)	2.25	
15.	Population/square mi.	27.29	
16.	Roadway/square mi.	1.19	
17.	Population/roadway mi.	22.88	
18.	Million Vehicle Miles Traveled	216.386	
19.	% (Percent)	0.72	
20.	MVMT/Roadway mi.	0.139	
21.	Accidents	448	392
22.	% (Percent)	0.35	
23.	Injuries	248	

	Factor	Total	Responsibility*
24.	% (Percent)	0.71	
25.	Fatalities	10	
26.	% (Percent)	0.65	
27.	Fatalities/MVMT	0.046	
28.	Injuries/MVMT	1.146	
29.	Accidents/MVMT	2.070	
30.	Accidents/Fatalities	44.800	
31.	Accidents/Injury	1.806	
32.	Local Law Enforcement Officers	31	
33.	% (Percent)	0.34	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	1,151.61	
36.	Part I Crimes Index	529	
37.	% (Percent)	0.28	
38.	Crime Rate (100,000)	1,481.79	
39.	Arrest Moving Hazardous - GSP		1,170
40.	Arrest Other - GSP		400
41.	Warnings Moving Hazardous - GSP		1,137
42.	Warnings Other - GSP		374
43.	Patrol Miles - GSP		226,211
44.	Other Miles - GSP		9,488
45.	Motor Vehicle Registration	30,433	
46.	Patrol Hours		11,946

* With - Applicable



POST 29

TROOP A

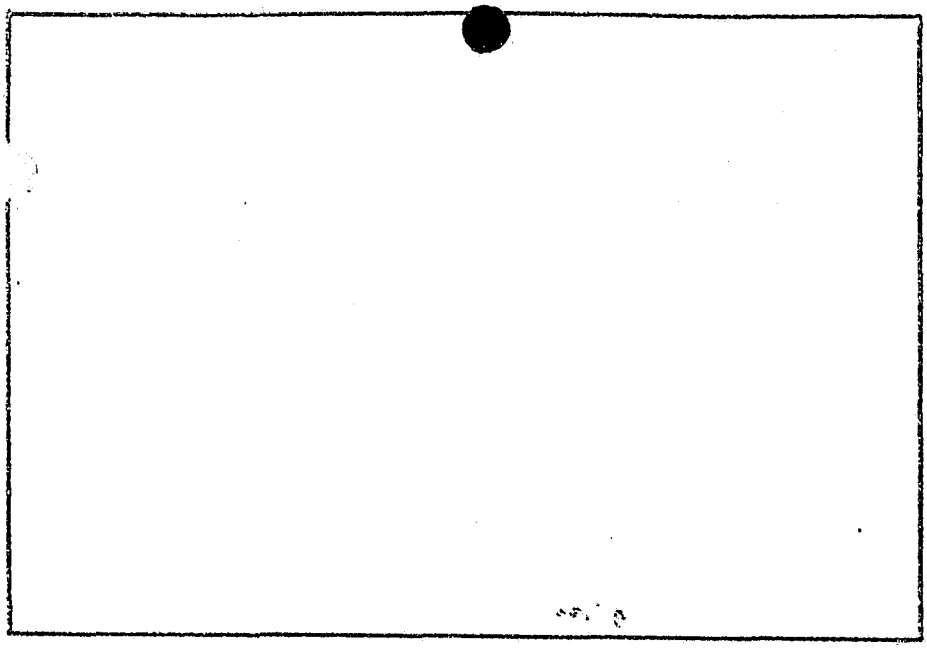
COUNTIES IN TERRITORY:

(Floyd) Included in Post 38
Haralson
Polk

	Factor	Total	Responsibility*
1.	Population	47,500	
2.	% (Percent)	0.97	
3.	Total Roadway Miles	1,165.80	
4.	% (Percent)	1.30	
5.	Interstate Miles	16.25	
6.	% (Percent)	1.39	
7.	Federal Aid Primary	62.32	
8.	% (Percent)	5.35	
9.	Federal Aid Secondary	239.26	
10.	% (Percent)	20.52	
11.	Non Federal Aid	847.97	
12.	% (Percent)	72.74	
13.	Area (Sq. Miles)	597	
14.	% (Percent)	1.03	
15.	Population/square mi.	79.56	
16.	Roadway/square mi.	1.95	
17.	Population/roadway mi.	40.74	
18.	Million Vehicle Miles Traveled	273.070	
19.	% (Percent)	0.90	
20.	MVMT/Roadway mi.	0.234	
21.	Accidents	984	381
22.	% (Percent)	0.78	
23.	Injuries	395	

	Factor	Total	Responsibility*
24.	% (Percent)	1.12	
25.	Fatalities	27	
26.	% (Percent)	1.75	
27.	Fatalities/MVMT	0.099	
28.	Injuries/MVMT	1.447	
29.	Accidents/MVMT	3.603	
30.	Accidents/Fatalities	36.444	
31.	Accidents/Injury	2.491	
32.	Local Law Enforcement Officers	87	
33.	% (Percent)	0.95	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	545.98	
36.	Part I Crimes Index	1,139	
37.	% (Percent)	0.60	
38.	Crime Rate (100,000)	2,397.89	
39.	Arrest Moving Hazardous - GSP		1,222
40.	Arrest Other - GSP		362
41.	Warnings Moving Hazardous - GSP		1,594
42.	Warnings Other - GSP		1,077
43.	Patrol Miles - GSP		187,277
44.	Other Miles - GSP		33,429
45.	Motor Vehicle Registration	35,624	
46.	Patrol Hours		10,598

* Where Applicable



POST 28

TROOP A

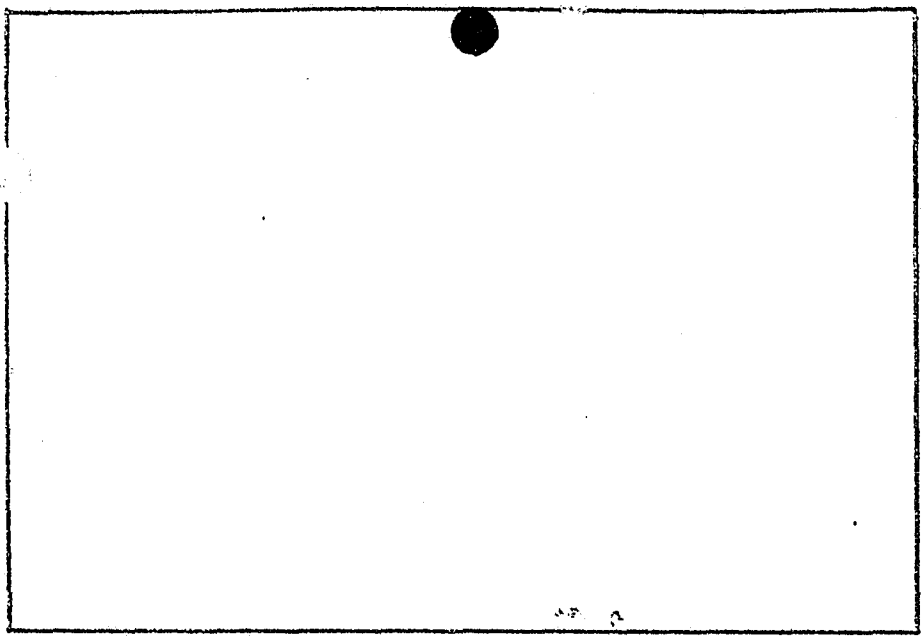
COUNTIES IN TERRITORY:

Cherokee
Forsyth
Pickens

	Factor	Total	Responsibility*
1.	Population	69,400	
2.	% (Percent)	1.42	
3.	Total Roadway Miles	1,771.32	
4.	% (Percent)	1.97	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	92.34	
8.	% (Percent)	5.21	
9.	Federal Aid Secondary	424.28	
10.	% (Percent)	23.95	
11.	Non Federal Aid	1,254.70	
12.	% (Percent)	70.83	
13.	Area (Sq. Miles)	858	
14.	% (Percent)	1.48	
15.	Population/square mi.	80.89	
16.	Roadway/square mi.	2.06	
17.	Population/roadway mi.	39.18	
18.	Million Vehicle Miles Traveled	379.246	
19.	% (Percent)	1.26	
20.	MVMT/Roadway mi.	0.214	
21.	Accidents	1,118	826
22.	% (Percent)	0.88	
23.	Injuries	524	

	Factor	Total	Responsibility*
24.	% (Percent)	1.49	
25.	Fatalities	25	
26.	% (Percent)	1.62	
27.	Fatalities/MVMT	0.066	
28.	Injuries/MVMT	1.382	
29.	Accidents/MVMT	2.948	
30.	Accidents/Fatalities	44.720	
31.	Accidents/Injury	2.134	
32.	Local Law Enforcement Officers	51	
33.	% (Percent)	0.56	
34.	Trooper Force	14	
35.	Population/Enforcement Officers	1,360.78	
36.	Part I Crimes Index	1,601	
37.	% (Percent)	0.84	
38.	Crime Rate (100,000)	2,306.92	
39.	Arrest Moving Hazardous - GSP		2,398
40.	Arrest Other - GSP		451
41.	Warnings Moving Hazardous - GSP		4,593
42.	Warnings Other - GSP		370
43.	Patrol Miles - GSP		280,203
44.	Other Miles - GSP		18,334
45.	Motor Vehicle Registration	59,187	
46.	Patrol Hours		13,877

* Where Applicable



POST 30

TROOP E

COUNTIES IN TERRITORY:

Crisp
Dooly
Turner
Wilcox

	Factor	Total	Responsibility*
1.	Population	45,900	
2.	% (Percent)	0.94	
3.	Total Roadway Miles	2,524.82	
4.	% (Percent)	2.81	
5.	Interstate Miles	50.99	
6.	% (Percent)	2.02	
7.	Federal Aid Primary	165.40	
8.	% (Percent)	6.55	
9.	Federal Aid Secondary	456.58	
10.	% (Percent)	18.08	
11.	Non Federal Aid	1,781.55	
12.	% (Percent)	70.56	
13.	Area (Sq. Miles)	1,361	
14.	% (Percent)	2.34	
15.	Population/square mi.	33.73	
16.	Roadway/square mi.	1.85	
17.	Population/roadway mi.	18.18	
18.	Million Vehicle Miles Traveled	661.500	
19.	% (Percent)	2.19	
20.	MVMT/Roadway mi.	0.262	
21.	Accidents	914	526
22.	% (Percent)	0.72	
23.	Injuries	374	

	Factor	Total	Responsibility*
24.	% (Percent)	1.06	
25.	Fatalities	21	
26.	% (Percent)	1.36	
27.	Fatalities/MVMT	0.032	
28.	Injuries/MVMT	0.565	
29.	Accidents/MVMT	1.382	
30.	Accidents/Fatalities	43.524	
31.	Accidents/Injury	2.444	
32.	Local Law Enforcement Officers	78	
33.	% (Percent)	0.86	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	588.46	
36.	Part I Crimes Index	897	
37.	% (Percent)	0.47	
38.	Crime Rate (100,000)	1,954.25	
39.	Arrest Moving Hazardous - GSP		2,555
40.	Arrest Other - GSP		431
41.	Warnings Moving Hazardous - GSP		1,599
42.	Warnings Other - GSP		72
43.	Patrol Miles - GSP		259,013
44.	Other Miles - GSP		32,025
45.	Motor Vehicle Registration	30,769	
46.	Patrol Hours		11,996

* Where Applicable

POST 31

TROOP E

COUNTIES IN TERRITORY:

Brooks
Echols
Lanier
Lowndes

	Factor	Total	Responsibility*
1.	Population	83,700	
2.	% (Percent)	1.71	
3.	Total Roadway Miles	2,303.66	
4.	% (Percent)	2.56	
5.	Interstate Miles	31.40	
6.	% (Percent)	1.36	
7.	Federal Aid Primary	270.11	
8.	% (Percent)	11.73	
9.	Federal Aid Secondary	410.63	
10.	% (Percent)	17.83	
11.	Non Federal Aid	1,591.52	
12.	% (Percent)	69.09	
13.	Area (Sq. Miles)	1,600	
14.	% (Percent)	2.76	
15.	Population/square mi.	52.31	
16.	Roadway/square mi.	1.44	
17.	Population/roadway mi.	36.33	
18.	Million Vehicle Miles Traveled	652.241	
19.	% (Percent)	2.16	
20.	MVMT/Roadway mi.	0.283	
21.	Accidents	1,994	748
22.	% (Percent)	1.57	
23.	Injuries	601	

	Factor	Total	Responsibility*
24.	% (Percent)	1.71	
25.	Fatalities	37	
26.	% (Percent)	2.40	
27.	Fatalities/MVMT	0.057	
28.	Injuries/MVMT	0.921	
29.	Accidents/MVMT	3.057	
30.	Accidents/Fatalities	53.892	
31.	Accidents/Injury	3.318	
32.	Local Law Enforcement Officers	170	
33.	% (Percent)	1.87	
34.	Trooper Force	9	
35.	Population/Enforcement Officers	492.35	
36.	Part I Crimes Index	2,859	
37.	% (Percent)	1.59	
38.	Crime Rate (100,000)	3,415.77	
39.	Arrest Moving Hazardous - GSP		4,119
40.	Arrest Other - GSP		551
41.	Warnings Moving Hazardous - GSP		4,428
42.	Warnings Other - GSP		388
43.	Patrol Miles - GSP		339,528
44.	Other Miles - GSP		47,880
45.	Motor Vehicle Registration	53,819	
46.	Patrol Hours		15,369

* Where Applicable

POST 32

TROOP B

COUNTIES IN TERRITORY:

Clarke
Jackson
Madison
Oconee

	Factor	Total	Responsibility*
1.	Population	120,400	
2.	% (Percent)	2.47	
3.	Total Roadway Miles	2,015.08	
4.	% (Percent)	2.24	
5.	Interstate Miles	21.71	
6.	% (Percent)	1.08	
7.	Federal Aid Primary	175.90	
8.	% (Percent)	8.73	
9.	Federal Aid Secondary	403.62	
10.	% (Percent)	20.03	
11.	Non Federal Aid	1,413.85	
12.	% (Percent)	70.16	
13.	Area (Sq. Miles)	929	
14.	% (Percent)	1.60	
15.	Population/square mi.	129.60	
16.	Roadway/square mi.	3.17	
17.	Population/roadway mi.	59.75	
18.	Million Vehicle Miles Traveled	764.672	
19.	% (Percent)	2.53	
20.	MVMT/Roadway mi.	0.379	
21.	Accidents	3,452	619
22.	% (Percent)	2.72	
23.	Injuries	868	

	Factor	Total	Responsibility*
24.	% (Percent)	2.47	
25.	Fatalities	38	
26.	% (Percent)	2.46	
27.	Fatalities/MVMT	0.050	
28.	Injuries/MVMT	1.135	
29.	Accidents/MVMT	4.514	
30.	Accidents/Fatalities	90.842	
31.	Accidents/Injury	3.977	
32.	Local Law Enforcement Officers	235	
33.	% (Percent)	2.58	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	512.34	
36.	Part I Crimes Index	4,869	
37.	% (Percent)	2.55	
38.	Crime Rate (100,000)	4,044.02	
39.	Arrest Moving Hazardous - GSP		2,905
40.	Arrest Other - GSP		1,031
41.	Warnings Moving Hazardous - GSP		1,734
42.	Warnings Other - GSP		272
43.	Patrol Miles - GSP		358,664
44.	Other Miles - GSP		38,586
45.	Motor Vehicle Registration	77,665	
46.	Patrol Hours		15,413

* Where Applicable

POST 33

TROOP D

COUNTIES IN TERRITORY:

Baldwin
Hancock
Jones
Putnam

	Factor	Total	Responsibility*
1.	Population	66,100	
2.	% (Percent)	1.35	
3.	Total Roadway Miles	1,891.60	
4.	% (Percent)	2.10	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	250.46	
8.	% (Percent)	13.24	
9.	Federal Aid Secondary	414.60	
10.	% (Percent)	21.92	
11.	Non Federal Aid	1,226.54	
12.	% (Percent)	64.84	
13.	Area (Sq. Miles)	1,474	
14.	% (Percent)	2.54	
15.	Population/square mi.	44.84	
16.	Roadway/square mi.	1.28	
17.	Population/roadway mi.	34.94	
18.	Million Vehicle Miles Traveled	347.279	
19.	% (Percent)	1.15	
20.	MVMT/Roadway mi.	0.184	
21.	Accidents	609	399
22.	% (Percent)	0.48	
23.	Injuries	313	

	Factor	Total	Responsibility*
24.	% (Percent)	0.89	
25.	Fatalities	21	
26.	% (Percent)	1.36	
27.	Fatalities/MVMT	0.060	
28.	Injuries/MVMT	0.901	
29.	Accidents/MVMT	1.754	
30.	Accidents/Fatalities	29.000	
31.	Accidents/Injury	1.946	
32.	Local Law Enforcement Officers	94	
33.	% (Percent)	1.03	
34.	Trooper Force	15	
35.	Population/Enforcement Officers	703.19	
36.	Part I Crimes Index	1,807	
37.	% (Percent)	0.95	
38.	Crime Rate (100,000)	2,733.74	
39.	Arrest Moving Hazardous - GSP		6,554
40.	Arrest Other - GSP		1,782
41.	Warnings Moving Hazardous - GSP		3,611
42.	Warnings Other - GSP		323
43.	Patrol Miles - GSP		342,788
44.	Other Miles - GSP		8,168
45.	Motor Vehicle Registration	39,132	
46.	Patrol Hours		17,432

* Where Applicable

POST 34

TROOP C

COUNTIES IN TERRITORY:

Marion
Meriwether
Talbot

	Factor	Total	Responsibility*
1.	Population	32,800	
2.	% (Percent)	0.67	
3.	Total Roadway Miles	1,678.33	
4.	% (Percent)	1.87	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	154.57	
8.	% (Percent)	9.21	
9.	Federal Aid Secondary	437.44	
10.	% (Percent)	26.06	
11.	Non Federal Aid	1,086.32	
12.	% (Percent)	64.73	
13.	Area (Sq. Miles)	1,253	
14.	% (Percent)	2.16	
15.	Population/square mi.	26.18	
16.	Roadway/square mi.	1.34	
17.	Population/roadway mi.	19.54	
18.	Million Vehicle Miles Traveled	234.288	
19.	% (Percent)	0.78	
20.	MVMT/Roadway mi.	0.140	
21.	Accidents	442	426
22.	% (Percent)	0.35	
23.	Injuries	183	

	Factor	Total	Responsibility*
24.	% (Percent)	0.52	
25.	Fatalities	18	
26.	% (Percent)	1.17	
27.	Fatalities/MVMT	0.077	
28.	Injuries/MVMT	0.781	
29.	Accidents/MVMT	1.887	
30.	Accidents/Fatalities	24.556	
31.	Accidents/Injury	2.415	
32.	Local Law Enforcement Officers	68	
33.	% (Percent)	0.75	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	482.35	
36.	Part I Crimes Index	598	
37.	% (Percent)	0.31	
38.	Crime Rate (100,000)	1,823.17	
39.	Arrest Moving Hazardous - GSP		3,765
40.	Arrest Other - GSP		1,101
41.	Warnings Moving Hazardous - GSP		2,239
42.	Warnings Other - GSP		430
43.	Patrol Miles - GSP		315,617
44.	Other Miles - GSP		8,254
45.	Motor Vehicle Registration	20,383	
46.	Patrol Hours		16,087

* Where Applicable

POST 36

TROOP F

COUNTIES IN TERRITORY:

Atkinson
Ben Hill
Coffee
Irwin

	Factor	Total	Responsibility*
1.	Population	53,000	
2.	% (Percent)	1.09	
3.	Total Roadway Miles	2,443.67	
4.	% (Percent)	2.72	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	198.73	
8.	% (Percent)	8.13	
9.	Federal Aid Secondary	490.07	
10.	% (Percent)	20.05	
11.	Non Federal Aid	1,754.87	
12.	% (Percent)	71.81	
13.	Area (Sq. Miles)	1,557	
14.	% (Percent)	2.68	
15.	Population/square mi.	34.04	
16.	Roadway/square mi.	1.57	
17.	Population/roadway mi.	21.69	
18.	Million Vehicle Miles Traveled	260.903	
19.	% (Percent)	0.86	
20.	MVMT/Roadway mi.	0.107	
21.	Accidents	1,050	374
22.	% (Percent)	0.83	
23.	Injuries	439	

	Factor	Total	Responsibility*
24.	% (Percent)	1.25	
25.	Fatalities	21	
26.	% (Percent)	1.36	
27.	Fatalities/MVMT	0.080	
28.	Injuries/MVMT	1.683	
29.	Accidents/MVMT	4.024	
30.	Accidents/Fatalities	50.000	
31.	Accidents/Injury	2.392	
32.	Local Law Enforcement Officers	144	
33.	% (Percent)	1.58	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	368.06	
36.	Part I Crimes Index	1,274	
37.	% (Percent)	0.67	
38.	Crime Rate (100,000)	2,403.77	
39.	Arrest Moving Hazardous - GSP		1,697
40.	Arrest Other - GSP		451
41.	Warnings Moving Hazardous - GSP		2,178
42.	Warnings Other - GSP		198
43.	Patrol Miles - GSP		265,140
44.	Other Miles - GSP		51,878
45.	Motor Vehicle Registration	36,757	
46.	Patrol Hours		12,548

* Where Applicable

POST 37

TROOP B

COUNTIES IN TERRITORY:

Barrow
Gwinnett
Rockdale

	Factor	Total	Responsibility*
1.	Population	144,900	
2.	% (Percent)	2.97	
3.	Total Roadway Miles	1,913.92	
4.	% (Percent)	2.13	
5.	Interstate Miles	38.83	
6.	% (Percent)	2.03	
7.	Federal Aid Primary	146.48	
8.	% (Percent)	7.65	
9.	Federal Aid Secondary	340.47	
10.	% (Percent)	17.79	
11.	Non Federal Aid	1,388.14	
12.	% (Percent)	72.53	
13.	Area (Sq. Miles)	736	
14.	% (Percent)	1.27	
15.	Population/square mi.	196.87	
16.	Roadway/square mi.	2.60	
17.	Population/roadway mi.	75.71	
18.	Million Vehicle Miles Traveled	912.244	
19.	% (Percent)	3.02	
20.	MVMT/Roadway mi.	0.477	
21.	Accidents	2,738	239
22.	% (Percent)	2.16	
23.	Injuries	991	

	Factor	Total	Responsibility*
24.	% (Percent)	2.67	
25.	Fatalities	36	
26.	% (Percent)	2.33	
27.	Fatalities/MVMT	0.039	
28.	Injuries/MVMT	1.031	
29.	Accidents/MVMT	3.00	
30.	Accidents/Fatalities	76.056	
31.	Accidents/Injury	2.910	
32.	Local Law Enforcement Officers	255	
33.	% (Percent)	2.80	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	568.24	
36.	Part I Crimes Index	4,668	
37.	% (Percent)	2.44	
38.	Crime Rate (100,000)	3,221.53	
39.	Arrest Moving Hazardous - GSP		3,711
40.	Arrest Other - GSP		1,165
41.	Warnings Moving Hazardous - GSP		2,154
42.	Warnings Other - GSP		277
43.	Patrol Miles - GSP		285,900
44.	Other Miles - GSP		35,168
45.	Motor Vehicle Registration	128,835	
46.	Patrol Hours		13,929

* Where Applicable

2. Roadway Miles (y) on Accidents (z)

Run 1(10/29/75)

Correlation Coefficient (Γ) = 0.2131
Slope m = 1.9436
Intercept i = -1,091.9088
n = 44

Interpretation:

The Γ for y and x is weak in this correlation in that only 21.31% of the change is explained. This is to say that some increase is seen in accidents with an increase in total roadway miles.

3. Area - Square Mile (x) on Accidents (z)

Run 2(10/29/75)

Correlation Coefficient (Γ) = -0.1435
Slope m = -0.0133
Intercept i = 1,358.0483
n = 44

Interpretation:

This comparison yielded a very slight Γ which can be interpreted as a non-existance in relationship between the post area and number of accidents.

4. Million Vehicle Miles Traveled - MVMT (y) on Accidents (z)

Run 2(10/29/75)

Correlation Coefficient (Γ) = 0.9800
Slope m = 6.8750
Intercept i = -1,838.3519
n = 44

Interpretation:

The Γ of MVMT on accidents yielded a coefficient which explains 98% of the change. This is to say that an increase in MVMT yields a near proportional increase in accidents.

5. Accidents (x) on Registered Vehicles (y)
Run 1(11/18/75)

Correlation Coefficient (Γ) = 0.9881
Slope m = 19.0569
Intercept i = 22,761.7931
n = 44

Interpretation:

The above Γ relates that 98.81 percent of the results are explained. Thus an increase in registered vehicles produces a near proportional increase in accidents.

6. Area within Square Mile: A square mile is considered as a cubical (square) with each of the four sides being a length of one (1) mile as shown:

The use of the equation, $c^2 = a^2 + b^2$, gives the diagonal distance from one corner to the other,

thus where,

a = 1 mile and b = 1 mile, then c = 1.41 miles

as shown:

7. Response Time per Square Mile: Based on a speed of 40 MPH it is anticipated that a Trooper can travel through one square mile in approximately 2.11 minutes,

where,

$$\text{Miles} \div \left(\frac{\text{MPH}}{\text{60 Minutes}}\right) = \text{time, in minutes required to travel stated distance in miles.}$$

$$1.41 \text{ miles} \div \frac{\text{40 MPH}}{\text{60 Minutes}} = \frac{141}{\text{.66 MPM}} = 2.11 \text{ minutes to travel } 1.41 \text{ miles.}$$

COMPUTATIONS & CORRELATIONS

The following correlations were derived by comparative analysis of specified data for each Post in the State. The exception of the 45 Posts was Jekyll Island (Post 35) where information concerning the majority of the factors was not available for computation. However, the amounts which are listed under Post 23 include the factors for Jekyll Island since the Island is within Glynn County and counted as such unless otherwise stated.

The formula used for the calculation of the correlation coefficient, slope and i intercept are found in Appendix A. The rationale behind these measures is found in Appendix A.

1. Population (x) on Accidents (z)
   Run 1(10/29/75)

   Correlation Coefficient (Γ) = 0.9917
   Slope m = 28.0174
   Intercept i = 30,262.7468
   n = 44

Interpretation:

The above Γ relates that 99.17 percent of the results are explained. This is to state that for an increase in population we also get an almost proportional increase in accidents.

POST 45

TROOP D

COUNTIES IN TERRITORY:

Bulloch
Candler

	Factor	Total	Responsibility*
1.	Population	40,000	
2.	% (Percent)	0.82	
3.	Total Roadway Miles	1,690.39	
4.	% (Percent)	1.88	
5.	Interstate Miles	28.24	
6.	% (Percent)	1.67	
7.	Federal Aid Primary	94.31	
8.	% (Percent)	5.58	
9.	Federal Aid Secondary	304.82	
10.	% (Percent)	18.03	
11.	Non Federal Aid	1,263.02	
12.	% (Percent)	74.72	
13.	Area (Sq. Miles)	935	
14.	% (Percent)	1.61	
15.	Population/square mi.	42.78	
16.	Roadway/square mi.	1.81	
17.	Population/roadway mi.	23.66	
18.	Million Vehicle Miles Traveled	270.124	
19.	% (Percent)	0.89	
20.	MVMT/Roadway mi.	0.160	
21.	Accidents	344	346
22.	% (Percent)	0.27	
23.	Injuries	190	

	Factor	Total	Responsibility*
24.	% (Percent)	0.54	
25.	Fatalities	18	
26.	% (Percent)	1.17	
27.	Fatalities/MVMT	0.067	
28.	Injuries/MVMT	0.703	
29.	Accidents/MVMT	1.273	
30.	Accidents/Fatalities	19.111	
31.	Accidents/Injury	1.811	
32.	Local Law Enforcement Officers	51	
33.	% (Percent)	0.56	
34.	Trooper Force	9	
35.	Population/Enforcement Officers	784.31	
36.	Part I Crimes Index	697	
37.	% (Percent)	0.36	
38.	Crime Rate (100,000)	1,742.50	
39.	Arrest Moving Hazardous - GSP		2,611
40.	Arrest Other - GSP		816
41.	Warnings Moving Hazardous - GSP		2,145
42.	Warnings Other - GSP		104
43.	Patrol Miles - GSP		245,919
44.	Other Miles - GSP		7,553
45.	Motor Vehicle Registration	26,126	
46.	Patrol Hours		10,248

* Where Applicable

POST 44

TROOP C

COUNTIES IN TERRITORY:

Lamar
Monroe

	Factor	Total	Responsibility*
1.	Population	22,700	
2.	% (Percent)	0.46	
3.	Total Roadway Miles	935.20	
4.	% (Percent)	1.04	
5.	Interstate Miles	31.09	
6.	% (Percent)	3.32	
7.	Federal Aid Primary	80.62	
8.	% (Percent)	8.62	
9.	Federal Aid Secondary	253.05	
10.	% (Percent)	27.06	
11.	Non Federal Aid	570.44	
12.	% (Percent)	61.00	
13.	Area (Sq. Miles)	579	
14.	% (Percent)	1.00	
15.	Population/square mi.	39.21	
16.	Roadway/square mi.	1.62	
17.	Population/roadway mi.	24.27	
18.	Million Vehicle Miles Traveled	455.871	
19.	% (Percent)	1.51	
20.	MVMT/Roadway mi.	0.487	
21.	Accidents	391	388
22.	% (Percent)	0.31	
23.	Injuries	173	

	Factor	Total	Responsibility*
24.	% (Percent)	0.49	
25.	Fatalities	6	
26.	% (Percent)	0.39	
27.	Fatalities/MVMT	0.013	
28.	Injuries/MVMT	0.379	
29.	Accidents/MVMT	0.858	
30.	Accidents/Fatalities	65.167	
31.	Accidents/Injury	2.260	
32.	Local Law Enforcement Officers	41	
33.	% (Percent)	0.45	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	553.66	
36.	Part I Crimes Index	813	
37.	% (Percent)	0.43	
38.	Crime Rate (100,000)	3,581.50	
39.	Arrest Moving Hazardous - GSP		3,266
40.	Arrest Other - GSP		423
41.	Warnings Moving Hazardous - GSP		3,084
42.	Warnings Other - GSP		115
43.	Patrol Miles - GSP		286,834
44.	Other Miles - GSP		10,414
45.	Motor Vehicle Registration	15,359	
46.	Patrol Hours		11,805

* Where Applicable

POST 43

TROOP A

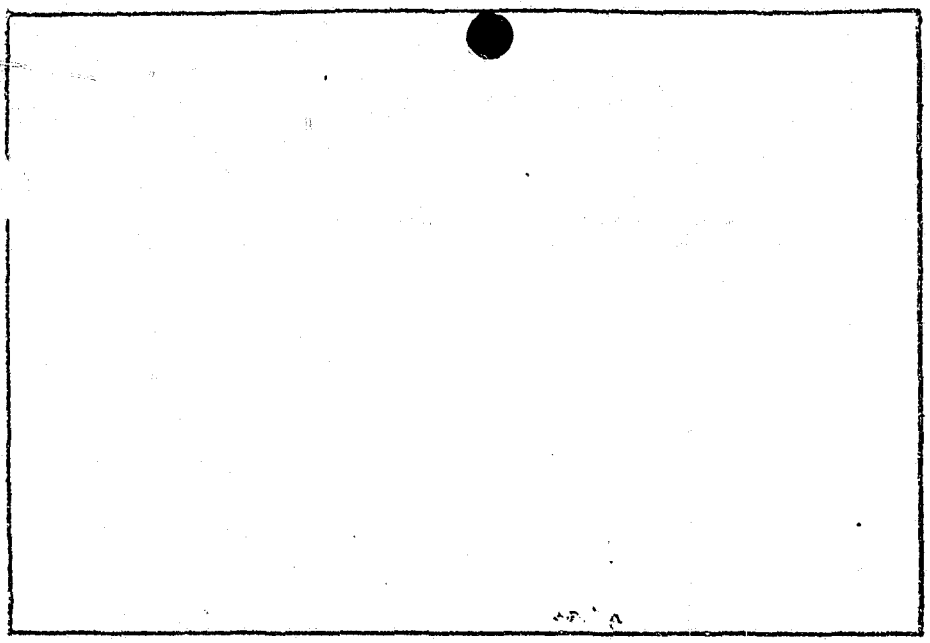
COUNTIES IN TERRITORY:

Gordon

	Factor	Total	Responsibility*
1.	Population	24,800	
2.	% (Percent)	0.51	
3.	Total Roadway Miles	660.15	692.13
4.	% (Percent)	0.73	0.78
5.	Interstate Miles	15.64	47.62
6.	% (Percent)	2.37	6.88
7.	Federal Aid Primary	58.02	58.02
8.	% (Percent)	8.79	8.38
9.	Federal Aid Secondary	131.52	131.52
10.	% (Percent)	19.93	19.00
11.	Non Federal Aid	454.97	454.97
12.	% (Percent)	68.92	65.74
13.	Area (Sq. Miles)	358	
14.	% (Percent)	0.62	
15.	Population/square mi.	69.27	
16.	Roadway/square mi.	1.84	
17.	Population/roadway mi.	37.57	
18.	Million Vehicle Miles Traveled	303.866	
19.	% (Percent)	1.01	
20.	MVMT/Roadway mi.	0.460	
21.	Accidents	774	379
22.	% (Percent)	0.61	
23.	Injuries	225	

	Factor	Total	Responsibility*
24.	% (Percent)	0.64	
25.	Fatalities	14	
26.	% (Percent)	0.91	
27.	Fatalities/MVMT	0.046	
28.	Injuries/MVMT	0.740	
29.	Accidents/MVMT	2.547	
30.	Accidents/Fatalities	55.286	
31.	Accidents/Injury	3.440	
32.	Local Law Enforcement Officers	27	
33.	% (Percent)	0.30	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	918.52	
36.	Part I Crimes Index	483	
37.	% (Percent)	0.25	
38.	Crime Rate (100,000)	1,947.58	
39.	Arrest Moving Hazardous - GSP		4,114
40.	Arrest Other - GSP		357
41.	Warnings Moving Hazardous - GSP		7,090
42.	Warnings Other - GSP		1,215
43.	Patrol Miles - GSP		269,511
44.	Other Miles - GSP		9,893
45.	Motor Vehicle Registration	20,890	
46.	Patrol Hours		13,838

* Where Applicable



POST 42

TROOP F

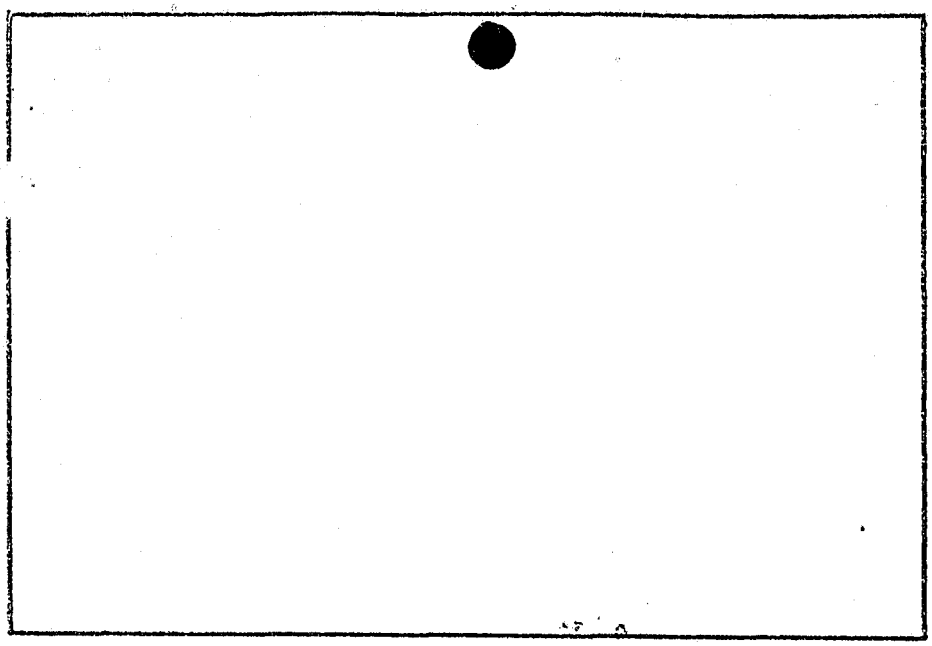
COUNTIES IN TERRITORY:

Bryan
Chatham
Effingham

	Factor	Total	Responsibility*
1.	Population	206,800	
2.	% (Percent)	4.23	
3.	Total Roadway Miles	1,438.45	
4.	% (Percent)	1.60	
5.	Interstate Miles	60.51	
6.	% (Percent)	4.21	
7.	Federal Aid Primary	157.17	
8.	% (Percent)	10.93	
9.	Federal Aid Secondary	271.66	
10.	% (Percent)	18.89	
11.	Non Federal Aid	949.11	
12.	% (Percent)	65.98	
13.	Area (Sq. Miles)	1,368	
14.	% (Percent)	2.36	
15.	Population/square mi.	151.17	
16.	Roadway/square mi.	1.04	
17.	Population/roadway mi.	143.77	
18.	Million Vehicle Miles Traveled	1,157.500	
19.	% (Percent)	3.83	
20.	MVMT/Roadway mi.	0.805	
21.	Accidents	8,524	119
22.	% (Percent)	6.72	
23.	Injuries	1,431	

	Factor	Total	Responsibility*
24.	% (Percent)	4.07	
25.	Fatalities	41	
26.	% (Percent)	2.65	
27.	Fatalities/MVMT	0.035	
28.	Injuries/MVMT	1.236	
29.	Accidents/MVMT	7.364	
30.	Accidents/Fatalities	207.902	
31.	Accidents/Injury	5.957	
32.	Local Law Enforcement Officers	482	
33.	% (Percent)	5.29	
34.	Trooper Force	9	
35.	Population/Enforcement Officers	429.05	
36.	Part I Crimes Index	11,744	
37.	% (Percent)	6.15	
38.	Crime Rate (100,000)	5,678.92	
39.	Arrest Moving Hazardous - GSP		5,148
40.	Arrest Other - GSP		558
41.	Warnings Moving Hazardous - GSP		3,183
42.	Warnings Other - GSP		266
43.	Patrol Miles - GSP		232,079
44.	Other Miles - GSP		17,625
45.	Motor Vehicle Registration	132,168	
46.	Patrol Hours		10,221

* Where Applicable



POST 41

TROOP A

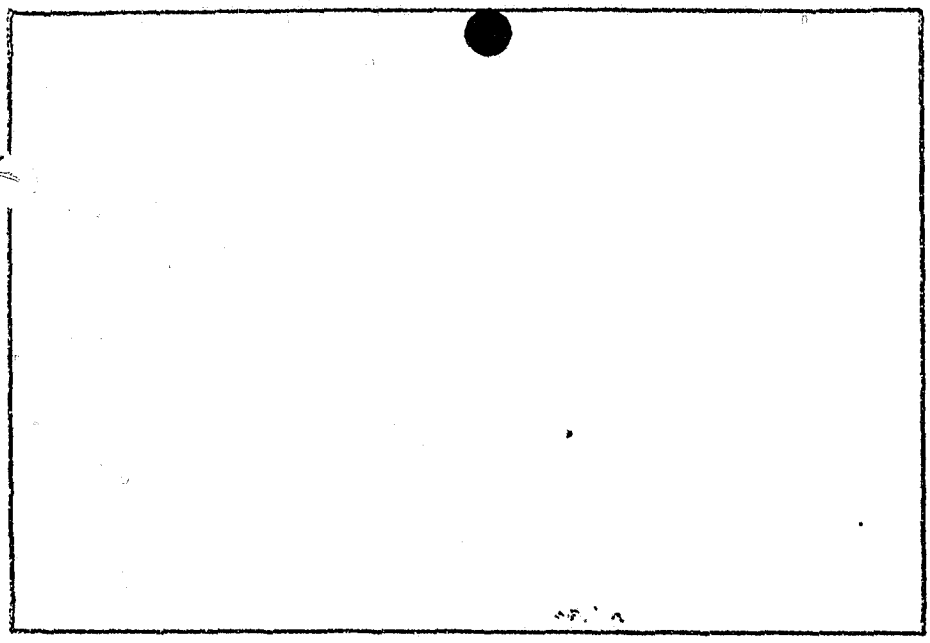
COUNTIES IN TERRITORY:

Catoosa (½)
Dade
Walker

	Factor	Total	Responsibility*
1.	Population	79,150	
2.	% (Percent)	1.62	
3.	Total Roadway Miles	1,237.52	1,230.82
4.	% (Percent)	1.38	1.38
5.	Interstate Miles	30.70	24.00
6.	% (Percent)	2.48	1.95
7.	Federal Aid Primary	84.09	84.09
8.	% (Percent)	6.80	6.83
9.	Federal Aid Secondary	330.44	330.44
10.	% (Percent)	26.70	26.85
11.	Non Federal Aid	792.29	792.29
12.	% (Percent)	64.02	64.37
13.	Area (Sq. Miles)	696	
14.	% (Percent)	1.20	
15.	Population/square mi.	113.72	
16.	Roadway/square mi.	1.78	
17.	Population/roadway mi.	63.96	
18.	Million Vehicle Miles Traveled	475.806	
19.	% (Percent)	1.58	
20.	MVMT/Roadway mi.	0.384	
21.	Accidents	1,346	1,000
22.	% (Percent)	1.06	
23.	Injuries	592	

	Factor	Total	Responsibility*
24.	% (Percent)	1,68	
25.	Fatalities	24	
26.	% (Percent)	1.55	
27.	Fatalities/MVMT	0,050	
28.	Injuries/MVMT	1,244	
29.	Accidents/MVMT	2.829	
30.	Accidents/Fatalities	56,083	
31.	Accidents/Injury	2,274	
32.	Local Law Enforcement Officers	74	
33.	% (Percent)	0,81	
34.	Trooper Force	14	
35.	Population/Enforcement Officers	1,069,59	
36.	Part I Crimes Index	2,533	
37.	% (Percent)	1,33	
38.	Crime Rate (100,000)	3,200.25	
39.	Arrest Moving Hazardous - GSP		2,907
40.	Arrest Other - GSP		1,884
41.	Warnings Moving Hazardous - GSP		4,291
42.	Warnings Other - GSP		595
43.	Patrol Miles - GSP		270,459
44.	Other Miles - GSP		18,309
45.	Motor Vehicle Registration	61,083	
46.	Patrol Hours		14,810

* Where Applicable



POST 40

TROOP E

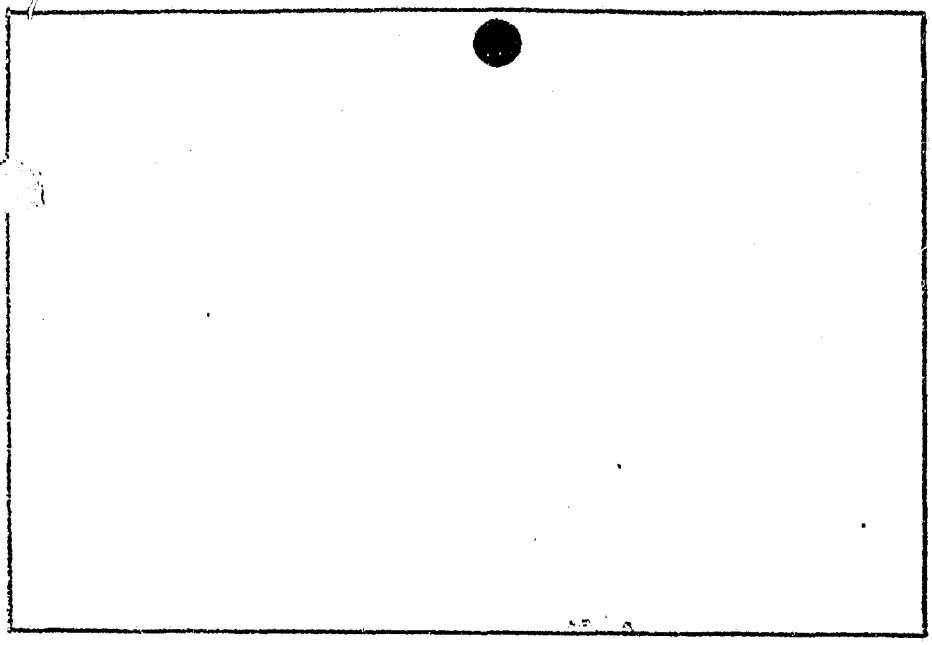
COUNTIES IN TERRITORY:

Baker
Dougherty
Worth

	Factor	Total	Responsibility*
1.	Population	117,300	
2.	% (Percent)	2.40	
3.	Total Roadway Miles	1,748.34	
4.	% (Percent)	1.94	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	148.30	
8.	% (Percent)	8.48	
9.	Federal Aid Secondary	449.11	
10.	% (Percent)	25.69	
11.	Non Federal Aid	1,150.93	
12.	% (Percent)	65.83	
13.	Area (Sq. Miles)	1,258	
14.	% (Percent)	2.17	
15.	Population/square mi.	93.24	
16.	Roadway/square mi.	1.39	
17.	Population/roadway mi.	67.09	
18.	Million Vehicle Miles Traveled	566.609	
19.	% (Percent)	1.88	
20.	MVMT/Roadway mi.	0.324	
21.	Accidents	3,683	303
22.	% (Percent)	2.90	
23.	Injuries	606	

	Factor	Total	Responsibility*
24.	% (Percent)	1.72	
25.	Fatalities	25	
26.	% (Percent)	1.62	
27.	Fatalities/MVMT	0.044	
28.	Injuries/MVMT	1.070	
29.	Accidents/MVMT	6.500	
30.	Accidents/Fatalities	147.32	
31.	Accidents/Injury	6.078	
32.	Local Law Enforcement Officers	274	
33.	% (Percent)	3.01	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	428.10	
36.	Part I Crimes Index	4,807	
37.	% (Percent)	2.52	
38.	Crime Rate (100,000)	4,098.04	
39.	Arrest Moving Hazardous - GSP		1,855
40.	Arrest Other - GSP -		530
41.	Warnings Moving Hazardous - GSP		2,243
42.	Warnings Other - GSP		470
43.	Patrol Miles - GSP		271,253
44.	Other Miles - GSP		32,219
45.	Motor Vehicle Registration	72,031	
46.	Patrol Hours		13,307

* Where Applicable



POST 39

TROOP E

COUNTIES IN TERRITORY:

Calhoun
Chattahoochee
Clay
Quitman
Randolph
Stewart

	Factor	Total	Responsibility*
1.	Population	42,200	
2.	% (Percent)	0.86	
3.	Total Roadway Miles	1,736.99	
4.	% (Percent)	1.93	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	226.49	
8.	% (Percent)	13.04	
9.	Federal Aid Secondary	457.06	
10.	% (Percent)	26.31	
11.	Non Federal Aid	1,053.44	
12.	% (Percent)	60.65	
13.	Area (Sq. Miles)	1,786	
14.	% (Percent)	3.08	
15.	Population/square mi.	23.63	
16.	Roadway/square mi.	0.97	
17.	Population/roadway mi.	24.29	
18.	Million Vehicle Miles Traveled	211.932	
19.	% (Percent)	0.70	
20.	MVMT/Roadway mi.	0.122	
21.	Accidents	381	293
22.	% (Percent)	0.30	
23.	Injuries	172	

	Factor	Total	Responsibility*
24.	% (Percent)	0.49	
25.	Fatalities	16	
26.	% (Percent)	1.04	
27.	Fatalities/MVMT	0.075	
28.	Injuries/MVMT	0.812	
29.	Accidents/MVMT	1.798	
30.	Accidents/Fatalities	23.813	
31.	Accidents/Injury	2.215	
32.	Local Law Enforcement Officers	49	
33.	% (Percent)	0.54	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	861.22	
36.	Part I Crimes Index	822	
37.	% (Percent)	0.43	
38.	Crime Rate (100,000)	1,947.87	
39.	Arrest Moving Hazardous - GSP		1,616
40.	Arrest Other - GSP		788
41.	Warnings Moving Hazardous - GSP		2,315
42.	Warnings Other - GSP		311
43.	Patrol Miles - GSP		267,677
44.	Other Miles - GSP		9,359
45.	Motor Vehicle Registration	17,023	
46.	Patrol Hours		14,595

* Where Applicable

POST 38

TROOP A

COUNTIES IN TERRITORY:

Chattooga
Floyd

	Factor	Total	Responsibility*
1.	Population	97,900	
2.	% (Percent)	2.00	
3.	Total Roadway Miles	1,297.64	
4.	% (Percent)	1.44	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	125.65	
8.	% (Percent)	9.68	
9.	Federal Aid Secondary	332.74	
10.	% (Percent)	25.64	
11.	Non Federal Aid	839.25	
12.	% (Percent)	64.68	
13.	Area (Sq. Miles)	831	
14.	% (Percent)	1.43	
15.	Population/square mi.	117.81	
16.	Roadway/square mi.	1.56	
17.	Population/roadway mi.	75.44	
18.	Million Vehicle Miles Traveled	484.786	
19.	% (Percent)	1.60	
0.	MVMT/Roadway mi.	0.374	
21.	Accidents	2,817	284
22.	% (Percent)	2.22	
23.	Injuries	755	

	Factor	Total	Responsibility*
24.	% (Percent)	2.15	
25.	Fatalities	32	
26.	% (Percent)	2.07	
27.	Fatalities/MVMT	0.066	
28.	Injuries/MVMT	1.557	
29.	Accidents/MVMT	5.811	
30.	Accidents/Fatalities	88.031	
31.	Accidents/Injury	3.731	
32.	Local Law Enforcement Officers	163	
33.	% (Percent)	1.79	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	600.61	
36.	Part I Crimes Index	2,395	
37.	% (Percent)	1.25	
38.	Crime Rate (100,000)	2,446.37	
39.	Arrest Moving Hazardous - GSP		1,642
40.	Arrest Other - GSP		1,699
41.	Warnings Moving Hazardous - GSP		4,466
42.	Warnings Other - GSP		221
43.	Patrol Miles - GSP		256,032
44.	Other Miles - GSP		21,249
45.	Motor Vehicle Registration	70,922	
46.	Patrol Hours		13,461

* Where Applicable

APPENDICES

DEFINITIONS AND FORMULAS

1. Availability Factor - This factor is used as a constant to allow for availability of manpower. It accounts for time off or time an officer is not available for duty due to sick leave, annual leave, days off, etc. The factor shows that to have one man available for a tour of duty year-round you actually need to employ 1.64 men.

For Example: To have one Trooper on duty 24 hours per day (3 shifts) you would have to have:

1 Trooper X 3 Shifts X 1.64 = 4.92 (5) Troopers

2. Correlation Coefficient[1] - Is defined as a sample of η pairs of x, y values as:

$$\Gamma = \frac{\Sigma xy}{\sqrt{\Sigma x^2 \Sigma y^2}}$$

Where Γ shows the relationship between the values of x and y on a scale between -1.0 to 0.0 to +1.0. The strength of the relationship increases as the value of Γ approaches ± 1.0 and decreases as it approaches 0.0.

The following Exhibit AA1 summarizes the relationship between Γ, Γ^2, and $1-\Gamma^2$ where Γ^2 is interpreted as the proportion of the total variance in y that is explained by the correlation it shares with x, and $1-\Gamma^2$ represents the proportion of the total sum of squares that is unexplained by the independent variable.

EXHIBIT AA-1[2]

RELATIONSHIP BETWEEN Γ, Γ^2, AND $1-\Gamma^2$

Value of Γ	Γ^2: Percent of Explained Variance	$1-\Gamma^2$: Percent of Unexplained Variance	Strength of the Linear Regression
.0	.00	1.00	None
.1	.01	.99	Very Weak
.2	.04	.96	
.3	.09	.91	Weak
.4	.16	.84	
.5	.25	.75	Moderate
.6	.36	.64	Strong
.7	.49	.51	
.8	.64	.36	Very Strong
.9	.81	.19	
1.0	1.0	.00	Perfect

From the table it is seen that when $\Gamma < .3$, more than 91 percent of the variance in one variable is still left unexplained.

Marascuilo also states that the labeling of correlations as shown in the above table is not universally accepted by statistician or behavioral researchers. It is merely a convenience and should be used with care.

A correlation of .9 would show that as y increases so does x. If Γ was -.9 then as y decreases x increases.

Hubert M. Blalock, Jr., Social Statistics, McGraw-Hill Book Company, New York, N.Y., 1972, P. 378.

Leonard A. Marascuilo, Statistical Methods for Behavioral Science Research, McGraw-Hill Book Company, New York, 1971, P. 433.

3. Intercept i - Is the point at which the regression line crosses the y axis and x is 0.

4. Mean - The Arithmetic Mean is defined as the sum of the scores defined by the total number of scores in a sense it is the average for a group of scores as defined where:

$$\bar{x} = \frac{x_1 + x_2 + x_3 + \ldots + x_n}{n}$$

Where n is the number of scores used in the numerator.

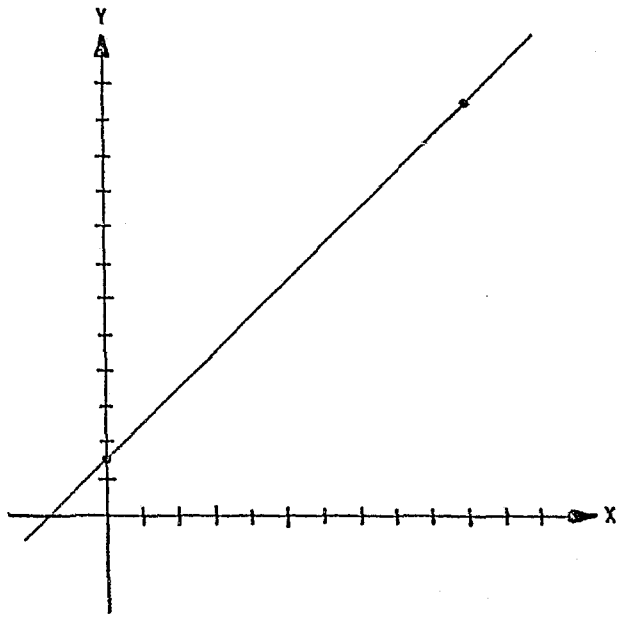
5. Regression Line Equation - Is defined as -

$$y_c = a + bx;$$

where a is the y intercept and b is the slope of the line.

Example: a = 1.5 (y intercept)
b = 1 (slope)

Using the formula when x = 0, then y = 1.5 and when x = 10, y = 11.5, thus we have:



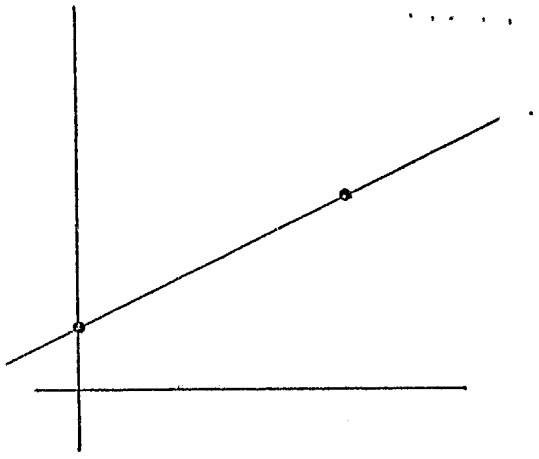
6. Response Time - This is defined as the time required between the moment a call is received by a patrol unit and the moment the unit arrives at the incident.

7. Slope m - Is defined as the constant that specified the magnitude of the increase in the dependent variable for each unit increase in the independent variable.

It is equated as follows:

$$\text{Slope } m = \frac{y - b}{x - 0}$$

where,



and,

$$mx = y - b$$
$$y = mx + b, \text{ and } b = y \text{ intercept}$$

8. Respones Time - A sample of a sample was used to determine the average response time for a patrol unit (GSP) to travel from a present position to the location of an accident.

The reports sampled did not reflect as to the urgency of response since a sample of "10-18" incidents would not be a true indicator of overall response time.

A total of 300 reports were used at random out of a group of random sampled reports from GSP Posts throughout the State. The group of reports were in the neighborhood of 1,000 in number.

Three (3) factors were used to determine response:

1. Time Notified - This is the time that the Department, or Dispatcher, was notified that there was an accident.

2. Received Call - This is the time when the Dispatcher notified a Patrol Unit to respond to the accident location.

3. Time Arrived at Scene - This is the time when the Trooper arrived at the scene of the accident.

The three elements were used to determine the following:

(a) Average time from Post notification (1) to Patrol Unit Notification (2) = 5.65 minutes.

(b) Average time from Patrol Unit notification (2) to Trooper arrival at scene (3) = 33.73 minutes.

(c) Average time from Post notification (1) to Trooper arrival at scene (3) = 39.38 minutes.

PROJECTED ACTIVITY

Georgia State Patrol
1975
1-1-75 to 12-31-75

Activity	Troop A	B	C	D	E	F	Total
INVESTIGATIONS							
Accidents Rural No.	4,589	2,899	4,336	2,697	3,761	1,730	20,012
Accident Rural Hrs.	5,777	3,761	6,158	4,488	5,466	4,248	29,898
Accidents Urban No.	120	119	234	111	209	73	866
Accidents Urban Hrs.	127	164	340	188	311	249	1,379
Employment Inv. No.	88	32	396	44	124	37	721
Employment Inv. Hrs.	292	220	576	180	892	185	2,345
Pers. Complaints Inv. No.	32	16	24	28	0	48	148
Pers. Complaints Inv. Hrs.	60	104	90	56	0	184	494
Stolen Property No.	36	4	4	28	0	200	272
Stolen Property Hrs.	112	4	6	76	0	624	822
Stolen Veh. Recovered No.	62	29	114	38	56	31	330
Stolen Veh. Recovered Hrs.	158	24	67	49	57	43	398
Traffic Complaints No.	760	56	55	264	132	75	1,342
Traffic Complaings Hrs.	856	36	64	276	180	339	1,751
TOTAL INVESTIGATION HRS.	7,382	4,313	7,301	5,313	6,906	5,872	37,087

B1

Activity	Troop A	B	C	D	E	F	Total
ROUTINE DUTY							
Arrests M/H Total	18,650	16,303	32,602	32,817	20,299	22,258	142,929
Arrests Other Total	6,442	4,613	8,201	8,164	5,894	2,922	36,236
Warning M/H Total	32,755	12,431	22,876	22,334	17,979	22,279	130,654
Warning Other Total	4,682	3,265	6,520	2,266	1,929	3,031	21,693
Aid to Other Officers No.	260	141	220	185	180	228	1,214
Aid to Other Officers Hrs.	400	237	404	501	303	432	2,277
Aid to Travelers No.	1,108	216	752	560	1,158	1,672	5,466
Aid to Travelers Hrs.	343	130	451	416	394	345	2,079
Ped. Enforcement No.	101	19	147	115	971	355	1,708
TOTAL ROUTINE DUTY HRS.	743	367	855	917	697	777	4,356
COURT DUTY							
TOTAL COURT DUTY HRS.	1,057	1,114	844	1,352	1,217	956	6,540
OTHER DUTY							
Administrative Hrs.	31	97	93	64	70	239	594
Call-Standby Hrs.	1,836	1,850	1,228	2,898	2,880	2,270	12,962
Car Repair Hrs.	233	236	203	259	190	351	1,472
Civil Disorder Hrs.	32	122	1,612	378	99	95	2,338
Criminals Apprehended No.	188	45	385	117	156	147	1,038

Activity	Troop A	B	C	D	E	F	Total
Criminals Apprehended Hrs.	348	92	701	438	268	460	2,307
Disaster Hrs.	1,294	1,110	1,989	1,490	327	223	6,433
Driver Lic. Detail Hrs.	23,415	20,345	20,391	24,990	29,330	25,930	144,401
D/L Hearing No.	204	67	46	108	38	48	511
D/L Hearing Hrs.	220	69	46	119	43	57	554
Escorts No.	28	23	68	8	8	10	145
Escorts Hrs.	112	130	540	62	40	184	1,088
First Aid Rendered No.	7	8	59	4	7	24	109
First Aid Rendered Hrs.	5	5	21	8	21	5	65
Inspectional Hrs.	953	473	1,173	1,326	1,479	2,215	7,619
Lic. Picked Up No.	830	688	342	568	433	695	3,556
Lic. Picked Up Hrs.	1,078	538	322	793	554	704	3,989
Office Hrs.	16,681	12,041	14,544	16,771	18,491	17,314	95,842
Radio Operator Hrs.	49,809	46,550	58,467	63,869	64,077	59,522	342,294
Radio Repair Hrs.	56	100	351	204	70	149	930
Relay Blood/Medic. No.	119	127	1,276	233	135	433	2,323
Relay Blood/Medic. Hrs.	125	167	1,523	334	157	550	2,856
Relay Pers/Packages No.	35	57	994	141	91	283	1,601
Relay Pers/Packages Hrs.	37	96	1,445	302	106	465	2,451

Activity	Troop A	B	C	D	E	F	Total
Road Check Hrs.	2,081	1,654	3,936	2,923	2,407	1,491	14,492
Searches No.	2	19	8	75	84	45	233
Searches Hrs.	373	122	813	509	905	400	3,122
Security Hrs.	72	205	1,692	2,306	63	49	4,387
Staff Meetings Hrs.	171	600	548	838	593	802	3,552
Supervisory Hrs.	3,598	5,494	5,098	4,930	5,776	2,330	27,226
Tornado Hrs.	0	0	0	41	3	41	85
Traffic Regulations No.	267	99	560	192	252	690	2,060
Traffic Regulations Hrs.	736	559	1,759	626	1,303	774	5,757
Training Hrs.	5,206	5,396	5,853	6,715	7,013	8,675	38,858
Other Hrs.	15,019	4,864	19,283	9,007	13,426	10,857	72,456
TOTAL OTHER DUTY HRS.	123,521	102,935	143,631	142,200	149,691	136,152	798,130
TROL INFORMATION							
Patrol Hrs.	94,477	80,787	120,101	115,326	111,256	106,723	628,670
Partner Hrs.	26,879	4,728	13,700	7,828	7,468	3,318	63,921
Patrol Miles	1,813,046	1,636,136	2,407,124	2,594,859	2,211,803	2,083,710	12,746,678
Other Miles	147,598	189,638	222,278	154,169	270,927	141,616	1,126,226
TOTAL HOURS ON DUTY	254,059	194,244	286,432	272,936	277,235	253,798	1,538,704

C

COMPARATIVE FACTORS

The following information is provided as a post by post view of specific factors used in the comparison and analysis of each post activity.

The sources of each item are listed in the factor explanation.

Also listed are the formulas used in computing rates and percentages for each factor.

These factors were obtained prior to the Troop reorganization and are not accurate for some posts.

COMPARATIVE FACTORS

1. Population - Figures used were obtained from the "Annual Estimate of Population for the State of Georgia" by Office of Planning and Budget, Division of State Planning, State Data Center, July, 1975.

2. % (Percent) - Represents the percent of population the area has in relation to the state total population of 4,884,200.

$$\text{Formula: \% of Population} = \frac{\text{Post Area Population}}{\text{State Population}} \times 100$$

3. Total Roadway Miles - Figures obtained from "Mileage of Public Roads in Georgia by County, Road System, and Surface Type as of September 1, 1974", Department of Transportation, Division of Planning and Programming in cooperation with U.S. Department of Transportation, Federal Highway Administration.

   Note: This does not include miles of local city streets or any projected roads.

4. % (Percent) - Represents the percent of roadway miles in the post area as to the state total of 89,958.70 miles.

$$\text{Formula: \% of Roadway Miles} = \frac{\text{Miles in Post Area}}{\text{Miles in State}} \times 100$$

5. Interstate Miles - Figures obtained from source listed in #3 above. Mileage includes Federal Aid Interstate System miles by post in urban and rural areas.

6. % (Percent) - Represents the percent of interstate miles in post area to the total roadway miles in the post area.

$$\text{Formula: \% of Interstate Miles} = \frac{\text{Miles of Interstate in Post Area}}{\text{Miles of Roadway in Post Area}} \times 100$$

7. Federal Aid Primary - FAP roadways generally are heavy traveled arteries within areas which receive federal aid. These roadways are defined in accordance with the guidelines set forth by the U.S. Department of Transportation.

8. % (Percent) - Represents the percent of FAP roadway miles in the post area to the total roadway miles in the post area.

$$\text{Formula: \% of FAP Mile} = \frac{\text{FAP Miles in Post Area}}{\text{Total Roadway Miles in Post Area}} \times 100$$

9. Federal Aid Secondary - The FAS Roadway System is usually a less traveled roadway system used mostly for local travel. It is defined by guidelines set forth by the U.S. Department of Transportation.

10. % (Percent) - Represents the percent of FAS roadway miles in the post area to the total roadway miles in the post area.

$$\text{Formula: \% of FAS Roadway Miles} = \frac{\text{FAS Miles in Post Area}}{\text{Total Roadway Miles in Post Area}} \times 100$$

11. Non Federal Aid - This system is defined as a roadway system which does not receive any federal aid for construction and usually is local roadways with little traffic flow volume.

12. % (Percent) - Represents the percent of NFA roadway miles in the post area to the total roadway miles in the post area.

$$\text{Formula: \% NFA Miles} = \frac{\text{NFA Miles in Post Area}}{\text{Total Roadway Miles in Post Area}} \times 100$$

13. Area (Sq. Miles) - The figures used for the area are in square miles as obtained from the Standard Reference Map and Guide of Georgia, Rand McNally, Chicago, Ill. 1972 P. 5-8.

14. % (Percent) - Represents the area of the post in relation to the total state area of 58,073 square miles.

$$\text{Formula: \% Area} = \frac{\text{Area of Post Territory}}{\text{State Area}} \times 100$$

15. Population/Square Mile - This represents the density of population per square mile in each post area.

Formula: $\text{Population/Sq. Mile} = \frac{\text{Population of Post Area}}{\text{Area (Sq.Mi.) of Post}}$,

and is to be defined as the number of people per square mile in a specified area. Note: This is an average.

16. Roadway/Square Mile - This is determined in a manner to show the density of roadway (miles) per square mile of area.

Formula: $\text{Roadway/Sq. Mile} = \frac{\text{Total Roadway Miles in Post Area}}{\text{Area (Sq.Mi.) of Post}}$,

and is to be defined as the number of roadway miles per square mile in a specified area. Note: This is an average.

17. Population/Roadway Mile- This represents the population density per mile of total roadway per post area.

Formula: $\text{Population/Roadway Mile} = \frac{\text{Population of Post Area}}{\text{Total Roadway Miles per Post Area}}$,

and is defined as the population density per one mile segment of roadway. Note: This is an average.

18. Million Vehicle Miles Traveled - This is defined as the number of annual vehicle miles traveled (in millions) in a specified post area. These figures were derived by the use of gasoline sold by county where the average miles per gallon is 11.4. The gallons of gasoline sold per county was obtained from the Georgia Department of Revenue.

Formula: Annual Vehicle Miles Traveled (AVMT) =

$$\frac{\text{Gallons of Gasoline Sold per Post Area per Year}}{\text{11.4 Miles per Gallon}},$$

where,

$$\text{Million Vehicle Miles Traveled (MVMT)} = \frac{\text{AVMT}}{1{,}000{,}000}$$

Thus, if MVMT is .89 then the AVMT would be 890,000 and is thus converted to say .89 million vehicle miles traveled per year per specified post area.

19. % (Percent) - Represents the percent of MVMT in a post area to the MVMT for the State (31,809.294 MVMT).

$$\text{Formula: } \%\ \text{MVMT} = \frac{\text{MVMT in Post Area}}{\text{MVMT in State}} \times 100$$

20. MVMT/Roadway Mile - This is defined as million vehicle miles traveled per year per roadway mile in a specified post area.

$$\text{Formula: MVMT/Roadway Mile} = \frac{\text{MVMT in Post Area}}{\text{Total Roadway Miles in Post Area}}$$

21. Accidents - The figures used for accidents were obtained from the Accident Reporting function of the Georgia Department of Public Safety and includes reports from all agencies throughout the State who report to the Accident Reporting Unit. Information obtained from the Department of Public Safety 1974 Annual Report, DOAS Print Shop, 1975, P. 75-78 (as provided by the Accident Reporting Unit of the Georgia Department of Public Safety).

Note: Figures used under the column for Responsibility were obtained from the Activity Reporting System in use by the Georgia State Patrol based on projections as defined under the Activity Project in section of this study.

22. % (Percent) - This represents (both columns) the percent of accidents occurring in each specified area in relation to the State Total.

$$\text{Formula: } \%\ \text{Accidents} = \frac{\text{Accidents per Post Area}}{\text{Accidents in State}} \times 100$$

23. Injuries - This represents the total injuries in accidents. It does not indicate the number of injury accidents. This information was obtained from source stated in #21 (Department of Public Safety 1974 Annual Report).

24. % (Percent) - Represents the percent of injuries in post area to the total injuries incurred throughout the State.

$$\text{Formula: } \% \text{ Injuries} = \frac{\text{Injuries in Post Area}}{\text{Injuries in State}} \times 100$$

25. Fatalities - This information represents the number of fatalities (traffic accident related) which resulted from the total accidents in the specified post area. This does not represent the number of fatal accidents. This information was obtained from the source listed in #21 (Department of Public Safety 1974 Annual Report).

26. % (Percent) - This is defined as the percent of fatalities resulting in total accident for a post area to the total number of fatalities in the State.

$$\text{Formula: } \% \text{ Fatalities} = \frac{\text{Fatalities in Post Area}}{\text{Fatalities in State}} \times 100$$

27. Fatalities/MVMT - This is defined as the number of fatalities per million vehicle miles traveled per specified post area. This is a density, or volume factor to determine the rate of fatalities per MVMT.

$$\text{Formula: } \text{Fatalities/MVMT} = \frac{\text{Fatalities in Post Area}}{\text{MVMT in Post Area}},$$

and is understood as the number of fatalities per million vehicle miles.

28. Injuries/MVMT - This represents the number of injuries in a post area in relation to MVMT per post area.

$$\text{Formula: } \text{Injuries/MVMT} = \frac{\text{Injuries in Post Area}}{\text{MVMT in Post Area}},$$

where, it is understood as the number, or rate, of injuries per million vehicle miles traveled for a specified post area.

29. Accidents/MVMT - Is defined as the number of accidents in a post area per million vehicle miles traveled.

$$\text{Formula: Accidents/MVMT} = \frac{\text{Accidents in Post Area}}{\text{MVMT in Post Area}},$$

where, the results is the rate of accidents per million vehicle miles traveled for the specified post area.

30. Accidents/Fatality - Is defined as the number of accidents occurring per one fatality in the specified post area.

Note: This is to a degree erroneous since it does not take into consideration those accidents which are fatal accidents, but only the number of fatalities as a result to all accidents.

$$\text{Formula: Accidents/Fatalities} = \frac{\text{Accidents in Post Area}}{\text{Fatalities in Post Area}},$$

where, the result shows the number of accidents, on the average, per one fatality within a specified post area.

31. Accidents/Injury - This is defined as the number of accidents per injury for a spedific post area.

Note: The erroneous factors are similar to those in #30.

$$\text{Formula: Accidents/Injury} = \frac{\text{Accidents in Post Area}}{\text{Injuries in Post Area}},$$

where, the result is understood as the average number of accidents per one injury for the specified patrol area.

32. Local Law Enforcement Officers - This information was obtained from the Georgia Peace Officer Standards and Training Council as a result of a survey taken of each Area Planning and Development Commission territory. The accuracy of these figures is set as of September, 1975. The figures are the number of local law enforcement officers who are of sworn status and are employed by either a city, county or state institution with primary duties directed toward

the enforcement of municipal, state and federal laws directed toward the control and enforcement of traffic and criminal activity.

33. % (Percent) - This is defined as the percent of local enforcement officers per specified post area in relation to the total number of local law enforcement officers in the State.

Formula: % Local Law Enforcement Officers (LLEO) =

$$\frac{\text{LLEO in Post Area}}{\text{LLEO in State}} \times 100$$

34. Trooper Force - This is defined as the present Trooper line force per specified post on an average for the past year. The force will include Post Commanders, Corporals, and Troopers. It will not include Communication Officers, License Examiners, or those Troopers assigned to special functions, ie, MVI, MCSU, Safety Education, etc.

35. Population/Enforcement Officers - This represents the population number per one law enforcement officer both local and GSP (#32 plus #34).

Formula: Population/Enforcement Officers =

$$\frac{\text{Population in Post Area}}{\text{Law Enforcement Officers in Post Area}}$$

where, the result is the number of people in the area per one law enforcement officer.

36. Part I Crimes Index - Is defined as the total number of Part I crimes in the post area as defined by the Federal Bureau of Investigation's statistical section. The crimes used are: murder, rape, robbery, assault, burglary, larceny, and auto theft. The figures used were furnished by the FBI as of September, 1975 for the calendar year 1974. The figure represents the number of reported offenses irrespective of convictions.

37. % (Percent) - Is defined as the percent of Part I Crimes reported in a specified post area to the total number reported in the State.

38. Crime Rate (100,000) - The crime rate is defined as the number of Part I offenses occurring per 100,000 population.

$$\text{Formula: Crime Rate} = \frac{\text{Part I Crimes in Post Area}}{\text{Population in Post Area}} \times 100{,}000$$

39. Arrest Moving Hazardous (M/H) GSP - Is defined as the number of moving hazardous arrests separated per post on the GSP Activity Report and projected on a yearly basis. It does not include arrests made by other law enforcement agencies. Moving hazardous arrests are those arrests for violations as set forth in the Laws of the State of Georgia and other laws governing the types of violations in this category.

40. Arrest Other GSP - Is defined as those arrests by GSP personnel (as set forth in #40) which are not moving hazardous. The source of information is the GSP Activity Report.

41. Warnings Moving Hazardous GSP - This information represents the number of warnings given by GSP personnel for moving hazardous violations and does not include any warnings issued by other law enforcement officers. Source is the GSP Activity Report.

42. Warnings Other GSP - This information represents the number of warnings given by GSP personnel for non-moving hazardous violations and does not include any warnings issued by other law enforcement officers. Source is the GSP Activity Report.

43. Patrol Miles GSP - Is defined as the miles traveled by the GSP while on patrol duty or status. This does not include any miles traveled by other law enforcement officers.

44. Other Miles GSP - Represents miles traveled on an official function not of a patrol nature. The miles are only for those logged on official State vehicles. The source of this information is the GSP Activity Report.

45. Motor Vehicle Registration - This figure indicates the number of registered vehicles in the post area for 1974. Source: Department of Revenue, State of Georgia.

46. Patrol Hours - This figure represents the number of hours involved in patrol by the Georgia State Patrol. Source: GSP Activity Report.

Impacting Factors - This category represents any factor in a patrol area which may have an affective bearing on the duties performed by the GSP in its enforcement function, ie, recreation areas, major tourist attractions, certain institutions or other factors which are impacting. These factors will also include other elements which would determine the State Patrol's function to be different than is the majority of the State. An example of this would be Jekyll Island and the Headquarters Patrol Post.

STATE

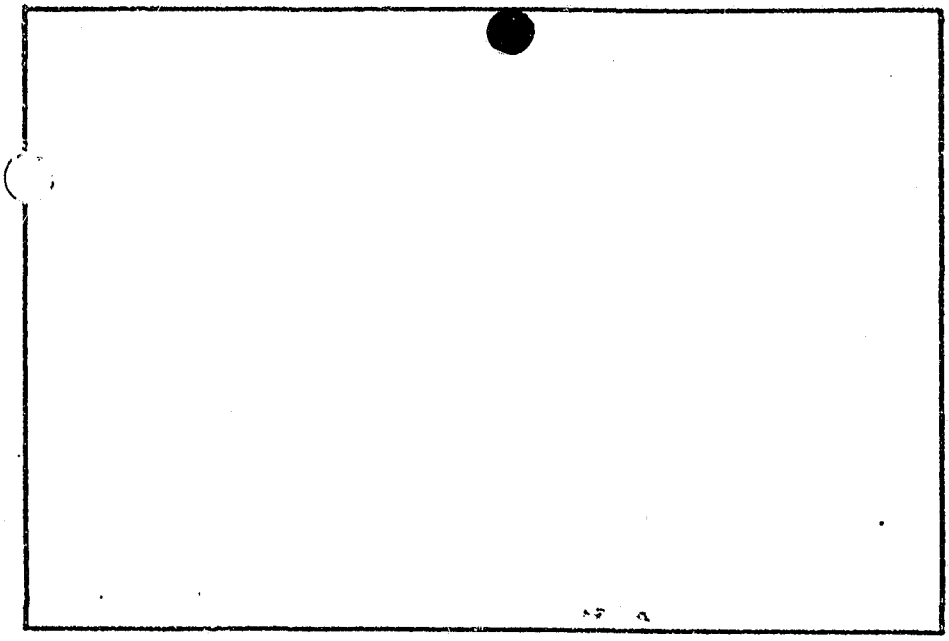
OF

GEORGIA

	Factor	Total	Responsibility*
1.	Population	4,884,200	4,567,300
2.	% (Percent)	100	
3.	Total Roadway Miles	89,958.70	89,119.94
4.	% (Percent)	100	
5.	Interstate Miles	1,121.43	1,078.16
6.	% (Percent)	1.25	1.21
7.	Federal Aid Primary	7,479.51	7,323.59
8.	% (Percent)	8.31	8.22
9.	Federal Aid Secondary	20,274.44	20,103.90
10.	% (Percent)	22.54	22.56
11.	Non Federal Aid	61,083.32	60,614.29
12.	% (Percent)	67.90	68.01
13.	Area (Sq. Miles)	58,073	57,599
14.	% (Percent)	100	
15.	Population/square mi.	84.11	
16.	Roadway/square mi.	1.55	
17.	Population/roadway mi.	54.29	
18.	Million Vehicle Miles Traveled	30,209.293	
19.	% (Percent)	100	
20.	MVMT/Roadway mi.	0.336	
21.	Accidents	126,801	20,878
22.	% (Percent)	100	
23.	Injuries	35,184	

	Factor	Total	Responsibility*
24.	% (Percent)	100	
25.	Fatalities	1,545	
26.	% (Percent)	100	
27.	Fatalities/MVMT	0,051	
28.	Injuries/MVMT	1,165	
29.	Accidents/MVMT	4,197	
30.	Accidents/Fatalities	82,072	
31.	Accidents/Injury	3,604	
32.	Local Law Enforcement Officers	9,115	8,376
33.	% (Percent)	100	
34.	Trooper Force	532	
35.	Population/Enforcement Officers	535.84	545.28
36.	Part I Crimes Index	191,023	177,528
37.	% (Percent)	100	
38.	Crime Rate (100,000)	3,911.04	3,886.94
39.	Arrest Moving Hazardous - GSP		142,929
40.	Arrest Other - GSP		36,236
41.	Warnings Moving Hazardous - GSP		130,654
42.	Warnings Other - GSP		21,693
43.	Patrol Miles - GSP		12,746,678
44.	Other Miles - GSP		1,126,226
45.	Motor Vehicle Registration	3,417,961	3,216,057
46.	Patrol Hours		628,670

* Where Applicable



POST 1

TROOP C

COUNTIES IN TERRITORY:

Butts
Henry
Spalding

	Factor	Total	Responsibility*
1.	Population	82,000	
2.	% (Percent)	1.68	
3.	Total Roadway Miles	1,604.76	
4.	% (Percent)	1.78	
5.	Interstate Miles	27.89	
6.	% (Percent)	1.74	
7.	Federal Aid Primary	104.13	
8.	% (Percent)	6.49	
9.	Federal Aid Secondary	378.38	
10.	% (Percent)	23.58	
11.	Non Federal Aid	1,094.36	
12.	% (Percent)	68.19	
13.	Area (Sq. Miles)	717	
14.	% (Percent)	1.24	
15.	Population/square mi.	114.37	
16.	Roadway/square mi.	2.24	
17.	Population/roadway mi.	51.10	
18.	Million Vehicle Miles Traveled	770.345	
19.	% (Percent)	2.55	
20.	MVMT/Roadway mi.	0,480	
21.	Accidents	1,549	636
22.	% (Percent)	1.22	
23.	Injuries	583	

	Factor	Total	Responsibility*
24.	% (Percent)	1.66	
25.	Fatalities	32	
26.	% (Percent)	2.07	
27.	Fatalities/MVMT	0.042	
28.	Injuries/MVMT	0.757	
29.	Accidents/MVMT	2,011	
30.	Accidents/Fatalities	48.406	
31.	Accidents/Injury	2.657	
32.	Local Law Enforcement Officers	182	
33.	% (Percent)	2.00	
34.	Trooper Force	15	
35.	Population/Enforcement Officers	450.55	
36.	Part I Crimes Index	2,709	
37.	% (Percent)	1.42	
38.	Crime Rate (100,000)	3,303.66	
39.	Arrest Moving Hazardous - GSP		6,206
40.	Arrest Other - GSP		540
41.	Warnings Moving Hazardous - GSP		1,485
42.	Warnings Other - GSP		1,083
43.	Patrol Miles - GSP		286,413
44.	Other Miles - GSP		9,857
45.	Motor Vehicle Registration	60,237	
46.	Patrol Hours		15,994

* Where Applicable

POST 2

TROOP C

COUNTIES IN TERRITORY:

Harris
Muscogee
Troup

	Factor	Total	Responsibility*
1.	Population	228,300	57,100
2.	% (Percent)	4.67	
3.	Total Roadway Miles	1,629.60	1,245.28
4.	% (Percent)	1.81	1.40
5.	Interstate Miles	33.04	33.04
6.	% (Percent)	2.03	2.65
7.	Federal Aid Primary	165.00	99.59
8.	% (Percent)	10.13	8.00
9.	Federal Aid Secondary	452.28	369.19
10.	% (Percent)	27.75	29.65
11.	Non Federal Aid	979.28	743.46
12.	% (Percent)	60.09	59.70
13.	Area (Sq. Miles)	1,100	880
14.	% (Percent)	1.89	
15.	Population/square mi.	207.55	
16.	Roadway/square mi.	1.48	
17.	Population/roadway mi.	140.10	
18.	Million Vehicle Miles Traveled	1,019.569	388.419
19.	% (Percent)	3.36	
20.	MVMT/Roadway mi.	0.626	
21.	Accidents	8,353	586
22.	% (Percent)	6.59	
23.	Injuries	1,914	

	Factor	Total	Responsibility*
24.	% (Percent)	5.44	
25.	Fatalities	53	
26.	% (Percent)	3.43	
27.	Fatalities/MVMT	0.052	
28.	Injuries/MVMT	1.877	
29.	Accidents/MVMT	8.193	
30.	Accidents/Fatalities	157.604	
31.	Accidents/Injury	4.364	
32.	Local Law Enforcement Officers	508	91
33.	% (Percent)	5.57	1.00
34.	Trooper Force	11	
35.	Population/Enforcement Officers	449.41	627.47
36.	Part I Crimes Index	6,831	1,489
37.	% (Percent)	3.58	0.78
38.	Crime Rate (100,000)	2,992.12	2,607.71
39.	Arrest Moving Hazardous - GSP		3,170
40.	Arrest Other - GSP		1,296
41.	Warnings Moving Hazardous - GSP		1,779
42.	Warnings Other - GSP		622
43.	Patrol Miles - GSP		329,739
44.	Other Miles - GSP		4,509
45.	Motor Vehicle Registration	150,635	38,866
46.	Patrol Hours		15,888

* Where Applicable

POST 3

TROOP A

COUNTIES IN TERRITORY:

Bartow
Cobb

	Factor	Total	Responsibility*
1.	Population	273,000	636
2.	% (Percent)	5.59	
3.	Total Roadway Miles	2,176.92	
4.	% (Percent)	2.42	
5.	Interstate Miles	51.75	
6.	% (Percent)	2.38	
7.	Federal Aid Primary	125.79	
8.	% (Percent)	5.78	
9.	Federal Aid Secondary	391.57	
10.	% (Percent)	17.99	
11.	Non Federal Aid	1,607.81	
12.	% (Percent)	73.86	
13.	Area (Sq. Miles)	804	
14.	% (Percent)	1.38	
15.	Population/square mi.	339.55	
16.	Roadway/square mi.	2.71	
17.	Population/roadway mi.	125.41	
18.	Million Vehicle Miles Traveled	1,674.470	
19.	% (Percent)	5.54	
0.	MVMT/Roadway mi.	0.769	
21.	Accidents	10,024	636
22.	% (Percent)	7.91	
23.	Injuries	2,492	

	Factor	Total	Responsibility*
24.	% (Percent)	7.08	
25.	Fatalities	72	
26.	% (Percent)	4.66	
27.	Fatalities/MVMT	0.043	
28.	Injuries/MVMT	1.488	
29.	Accidents/MVMT	5.986	
30.	Accidents/Fatalities	139.222	
31.	Accidents/Injury	4.023	
32.	Local Law Enforcement Officers	539	
33.	% (Percent)	5.91	
34.	Trooper Force	13	
35.	Population/Enforcement Officers	506.49	
36.	Part I Crimes Index	11,612	
37.	% (Percent)	6.08	
38.	Crime Rate (100,000)	4,253.48	
39.	Arrest Moving Hazardous - GSP		2,712
40.	Arrest Other - GSP		434
41.	Warnings Moving Hazardous - GSP		5,242
42.	Warnings Other - GSP		355
43.	Patrol Miles - GSP		285,746
44.	Other Miles - GSP		25,286
45.	Motor Vehicle Registration	222,975	
46.	Patrol Hours		13,205

* Where Applicable

POST 4

TROOP C

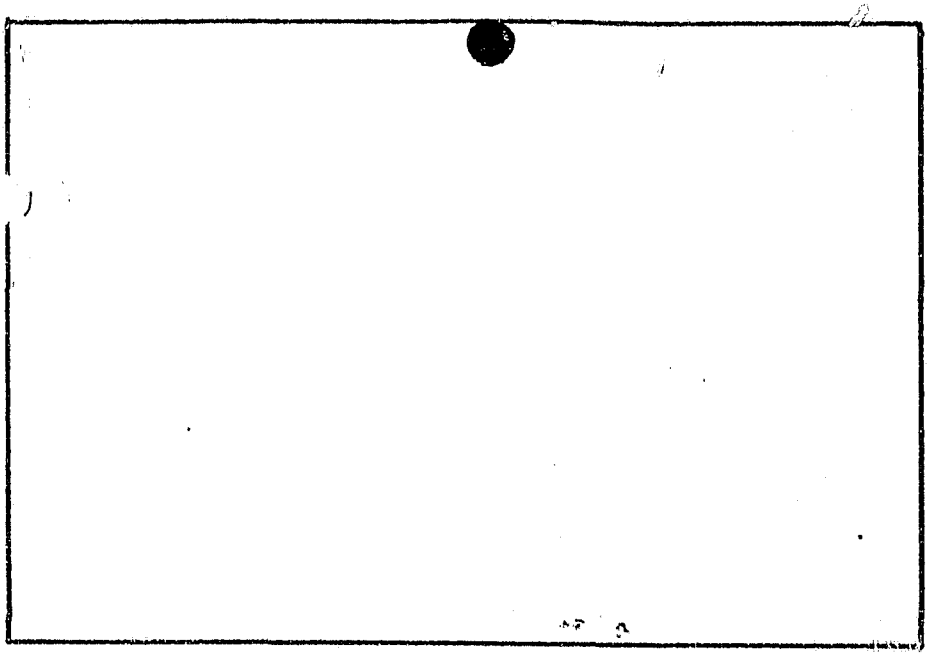
COUNTIES IN TERRITORY:

Carroll
Douglas
Paulding

	Factor	Total	Responsibility*
1.	Population	114,200	
2.	% (Percent)	2,34	
3.	Total Roadway Miles	2,175.97	
4.	% (Percent)	2,42	
5.	Interstate Miles	18,88	
6.	% (Percent)	0.87	
7.	Federal Aid Primary	107.38	
8.	% (Percent)	4,93	
9.	Federal Aid Secondary	460.05	
10.	% (Percent)	21.14	
11.	Non Federal Aid	1,589.66	
12.	% (Percent)	73.06	
13.	Area (Sq. Miles)	1,015	
14.	% (Percent)	1.75	
15.	Population/square mi.	112.51	
16.	Roadway/square mi.	2.14	
17.	Population/roadway mi.	52.48	
18.	Million Vehicle Miles Traveled	660.643	
19.	% (Percent)	2.19	
20.	MVMT/Roadway mi.	0.304	
21.	Accidents	2,377	1,298
22.	% (Percent)	1.87	
23.	Injuries	983	

	Factor	Total	Responsibility*
24.	% (Percent)	2,79	
25.	Fatalities	41	
26.	% (Percent)	2,65	
27.	Fatalities/MVMT	0,062	
28.	Injuries/MVMT	1,488	
29.	Accidents/MVMT	3,598	
30.	Accidents/Fatalities	57,976	
31.	Accidents/Injury	2,418	
32.	Local Law Enforcement Officers	146	
33.	% (Percent)	1,60	
34.	Trooper Force	14	
35.	Population/Enforcement Officers	782.19	
36.	Part I Crimes Index	2,109	
37.	% (Percent)	1.10	
38.	Crime Rate (100,000)	1,846,76	
39.	Arrest Moving Hazardous - GSP		2,568
40.	Arrest Other - GSP		809
41.	Warnings Moving Hazardous - GSP		4,401
42.	Warnings Other - GSP		2,093
43.	Patrol Miles - GSP		371,049
44.	Other Miles - GSP		23,157
45.	Motor Vehicle Registration	86,767	
46.	Patrol Hours		19,383

* Where Applicable



POST 5

TROOP A

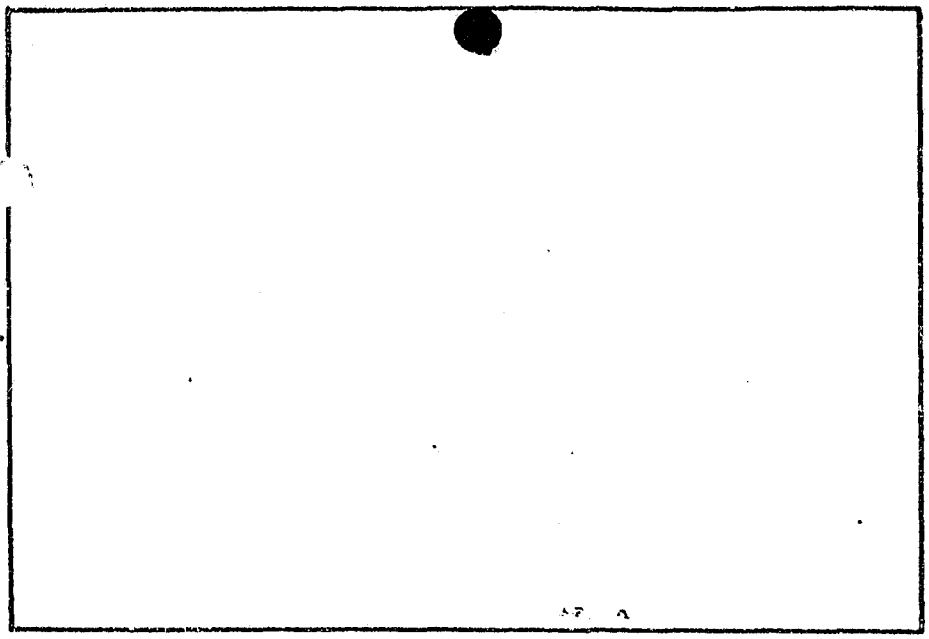
COUNTIES IN TERRITORY:

Catoosa (½)
Murray
Whitfield

	Factor	Total	Responsibility*
1.	Population	91,850	
2.	% (Percent)	1.88	
3.	Total Roadway Miles	1,320.27	1,294.99
4.	% (Percent)	1.47	1.50
5.	Interstate Miles	25.28	0.00
6.	% (Percent)	1.91	0.00
7.	Federal Aid Primary	95.57	95.57
8.	% (Percent)	7.24	7.38
9.	Federal Aid Secondary	246.36	246.36
10.	% (Percent)	18.66	19.02
11.	Non Federal Aid	953.06	953.06
12.	% (Percent)	72.19	73.60
13.	Area (Sq. Miles)	707	
14.	% (Percent)	1.22	
15.	Population/square mi.	129.92	
16.	Roadway/square mi.	1.87	
17.	Population/roadway mi.	69.57	
18.	Million Vehicle Miles Traveled	693.484	
19.	% (Percent)	2.30	
0.	MVMT/Roadway mi.	0.525	
21.	Accidents	2,396	1,203
22.	% (Percent)	1.89	
23.	Injuries	652	

	Factor	Total	Responsibility*
24.	% (Percent)	1.85	
25.	Fatalities	24	
26.	% (Percent)	1.55	
27.	Fatalities/MVMT	0.035	
28.	Injuries/MVMT	0.940	
29.	Accidents/MVMT	3.455	
30.	Accidents/Fatalities	99.833	
31.	Accidents/Injury	3.675	
32.	Local Law Enforcement Officers	111	
33.	% (Percent)	1.22	
34.	Trooper Force	15	
35.	Population/Enforcement Officers	827.48	
36.	Part I Crimes Index	2,841	
37.	% (Percent)	1.49	
38.	Crime Rate (100,000)	3,093.09	
39.	Arrest Moving Hazardous - GSP		3,655
40.	Arrest Other - GSP		1,255
41.	Warnings Moving Hazardous - GSP		5,479
42.	Warnings Other - GSP		849
43.	Patrol Miles - GSP		263,818
44.	Other Miles - GSP		21,094
45.	Motor Vehicle Registration	58,861	
46.	Patrol Hours		14,688

* Where Applicable



POST 6

TROOP B

COUNTIES IN TERRITORY:

Banks
Dawson
Hall
Lumpkin
White

	Factor	Total	Responsibility*
1.	Population	92,700	
2.	% (Percent)	1.90	
3.	Total Roadway Miles	2,540.80	
4.	% (Percent)	2.82	
5.	Interstate Miles	6.51	
6.	% (Percent)	0.26	
7.	Federal Aid Primary	182.19	
8.	% (Percent)	7.17	
9.	Federal Aid Secondary	642.22	
10.	% (Percent)	25.28	
11.	Non Federal Aid	1,709.88	
12.	% (Percent)	67.30	
13.	Area (Sq. Miles)	1,355	
14.	% (Percent)	2.33	
15.	Population/square mi.	68.41	
16.	Roadway/square mi.	1.88	
17.	Population/roadway mi.	36.49	
18.	Million Vehicle Miles Traveled	680.036	
19.	% (Percent)	2.25	
0.	MVMT/Roadway mi.	0.268	
21.	Accidents	1,807	1,058
22.	% (Percent)	1.43	
23.	Injuries	719	

	Factor	Total	Responsibility*
24.	% (Percent)	2.04	
25.	Fatalities	45	
26.	% (Percent)	2.91	
27.	Fatalities/MVMT	0.066	
28.	Injuries/MVMT	1.057	
29.	Accidents/MVMT	2.657	
30.	Accidents/Fatalities	40.156	
31.	Accidents/Injury	2.513	
32.	Local Law Enforcement Officers	97	
33.	% (Percent)	1.06	
34.	Trooper Force	14	
35.	Population/Enforcement Officers	955.67	
36.	Part I Crimes Index	3,186	
37.	% (Percent)	1.67	
38.	Crime Rate (100,000)	3,436.89	
39.	Arrest Moving Hazardous - GSP		4,116
40.	Arrest Other - GSP		1,036
41.	Warnings Moving Hazardous - GSP		3,309
42.	Warnings Other - GSP		484
43.	Patrol Miles - GSP		279,833
44.	Other Miles - GSP		29,903
45.	Motor Vehicle Registration	75,147	
46.	Patrol Hours		12,908

* Where Applicable

POST 7

TROOP B

COUNTIES IN TERRITORY:

Franklin
Habersham
Hart
Rabun
Stephens

	Factor	Total	Responsibility*
1.	Population	81,100	
2.	% (Percent)	1.66	
3.	Total Roadway Miles	3,598.20	
4.	% (Percent)	2.89	
5.	Interstate Miles	23.59	
6.	% (Percent)	0.91	
7.	Federal Aid Primary	169.71	
8.	% (Percent)	6.53	
9.	Federal Aid Secondary	560.22	
10.	% (Percent)	21.56	
11.	Non Federal Aid	1,844.68	
12.	% (Percent)	71.00	
13.	Area (Sq. Miles)	1,317	
14.	% (Percent)	2.27	
15.	Population/square mi.	61.58	
16.	Roadway/square mi.	1.97	
17.	Population/roadway mi.	31.21	
18.	Million Vehicle Miles Traveled	594.328	
19.	% (Percent)	1.97	
20.	MVMT/Roadway mi.	0.229	
21.	Accidents	809	425
22.	% (Percent)	0.64	
23.	Injuries	495	

	Factor	Total	Responsibility*
24.	% (Percent)	1.41	
25.	Fatalities	39	
26.	% (Percent)	2.52	
27.	Fatalities/MVMT	0.066	
28.	Injuries/MVMT	0.833	
29.	Accidents/MVMT	1.361	
30.	Accidents/Fatalities	20.744	
31.	Accidents/Injury	1.634	
32.	Local Law Enforcement Officers	84	
33.	% (Percent)	0.92	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	965.48	
36.	Part I Crimes Index	1,352	
37.	% (Percent)	0.71	
38.	Crime Rate (100,000)	1,667.08	
39.	Arrest Moving Hazardous - GSP		2,959
40.	Arrest Other - GSP		606
41.	Warnings Moving Hazardous - GSP		2,819
42.	Warnings Other - GSP		1,618
43.	Patrol Miles - GSP		289,073
44.	Other Miles - GSP		47,258
45.	Motor Vehicle Registration	69,406	
46.	Patrol Hours		14,684

* Where Applicable

POST 8

TROOP D

COUNTIES IN TERRITORY:

Greene
Jasper
Morgan
Newton
Walton

	Factor	Total	Responsibility*
1.	Population	84,500	
2.	% (Percent)	1.73	
3.	Total Roadway Miles	2,823.20	
4.	% (Percent)	3.14	
5.	Interstate Miles	68.48	
6.	% (Percent)	2.43	
7.	Federal Aid Primary	215.75	
8.	% (Percent)	7.64	
9.	Federal Aid Secondary	673.29	
10.	% (Percent)	23.85	
11.	Non Federal Aid	1,865.68	
12.	% (Percent)	66.08	
13.	Area (Sq. Miles)	1,733	
14.	% (Percent)	2.98	
15.	Population/square mi.	48.76	
16.	Roadway/square mi.	1.63	
17.	Population/roadway mi.	29.93	
18.	Million Vehicle Miles Traveled	640.901	
19.	% (Percent)	2.12	
20.	MVMT/Roadway mi.	0.227	
21.	Accidents	1,035	372
22.	% (Percent)	0.82	
23.	Injuries	502	

	Factor	Total	Responsibility*
24.	% (Percent)	1.43	
25.	Fatalities	38	
26.	% (Percent)	2.46	
27.	Fatalities/MVMT	0.059	
28.	Injuries/MVMT	0.783	
29.	Accidents/MVMT	1.615	
30.	Accidents/Fatalities	27.237	
31.	Accidents/Injury	2.062	
32.	Local Law Enforcement Officers	143	
33.	% (Percent)	1.57	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	590.91	
36.	Part I Crimes Index	1,891	
37.	% (Percent)	0.99	
38.	Crime Rate (100,000)	2,237.87	
39.	Arrest Moving Hazardous - GSP		5,420
40.	Arrest Other - GSP		1,181
41.	Warnings Moving Hazardous - GSP		5,519
42.	Warnings Other - GSP		452
43.	Patrol Miles - GSP		320,633
44.	Other Miles - GSP		25,193
45.	Motor Vehicle Registration	59,832	
46.	Patrol Hours		13,494

* Where Applicable

POST 9

TROOP C

COUNTIES IN TERRITORY:

Clayton
Dekalb
Fulton

	Factor	Total	Responsibility*
1.	Population	1,172.300	
2.	% (Percent)	24.00	
3.	Total Roadway Miles	3,111.92	
4.	% (Percent)	3.46	
5.	Interstate Miles	143.92	
6.	% (Percent)	4.62	
7.	Federal Aid Primary	248.28	
8.	% (Percent)	7.98	
9.	Federal Aid Secondary	659.50	
10.	% (Percent)	21.19	
11.	Non Federal Aid	2,060.22	
12.	% (Percent)	66.20	
13.	Area (Sq. Miles)	948	
14.	% (Percent)	1.63	
15.	Population/square mi.	1,236.60	
16.	Roadway/square mi.	3.28	
17.	Population/roadway mi.	376.71	
18.	Million Vehicle Miles Traveled	5,971.632	
19.	% (Percent)	19.77	
20.	MVMT/Roadway mi.	1.92	
21.	Accidents	39,949	58
22.	% (Percent)	31.51	
23.	Injuries	9,344	

	Factor	Total	Responsibility*
24.	% (Percent)	26.56	
25.	Fatalities	221	
26.	% (Percent)	14.30	
27.	Fatalities/MVMT	0.037	
28.	Injuries/MVMT	1.565	
29.	Accidents/MVMT	6.690	
30.	Accidents/Fatalities	180.765	
31.	Accidents/Injury	4.275	
32.	Local Law Enforcement Officers	2,820	
33.	% (Percent)	30.94	
34.	Trooper Force	18	
35.	Population/Enforcement Officers	415.71	
36.	Part I Crimes Index	80,560	
37.	% (Percent)	42.17	
38.	Crime Rate (100,000)	6,871.96	
39.	Arrest Moving Hazardous - GSP		6,430
40.	Arrest Other - GSP		1,807
41.	Warnings Moving Hazardous - GSP		1,056
42.	Warnings Other - GSP		267
43.	Patrol Miles - GSP		207,926
44.	Other Miles - GSP		142,603
45.	Motor Vehicle Registration	796,621	
46.	Patrol Hours		11,628

* Where Applicable

POST 10

TROOP E

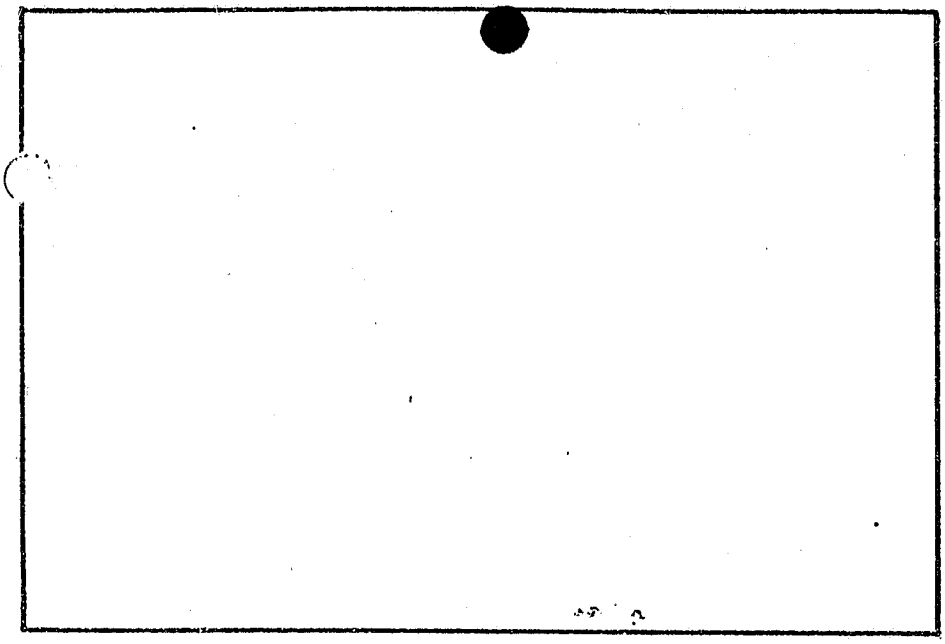
COUNTIES IN TERRITORY:

Lee
Schley
Sumter
Terrell
Webster

	Factor	Total	Responsibility*
1.	Population	54,100	
2.	% (Percent)	1.11	
3.	Total Roadway Miles	2,107.20	
4.	% (Percent)	2.34	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	188.85	
8.	% (Percent)	8.96	
9.	Federal Aid Secondary	611.78	
10.	% (Percent)	29.03	
11.	Non Federal Aid	1,306.57	
12.	% (Percent)	62.01	
13.	Area (Sq. Miles)	1,528	
14.	% (Percent)	2.63	
15.	Population/square mi.	35.41	
16.	Roadway/square mi.	1.38	
17.	Population/roadway mi.	25.67	
18.	Million Vehicle Miles Traveled	326.609	
19.	% (Percent)	1.08	
20.	MVMT/Roadway mi.	0.155	
21.	Accidents	1,210	477
22.	% (Percent)	0.95	
23.	Injuries	426	

	Factor	Total	Responsibility*
24.	% (Percent)	1.21	
25.	Fatalities	25	
26.	% (Percent)	1.62	
27.	Fatalities/MVMT	0.077	
28.	Injuries/MVMT	1.304	
29.	Accidents/MVMT	3.705	
30.	Accidents/Fatalities	48.400	
31.	Accidents/Injury	2.840	
32.	Local Law Enforcement Officers	77	
33.	% (Percent)	0.85	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	702.60	
36.	Part I Crimes Index	1,077	
37.	% (Percent)	0.56	
38.	Crime Rate (100,000)	1,990.76	
39.	Arrest Moving Hazardous - GSP		1,718
40.	Arrest Other - GSP		336
41.	Warnings Moving Hazardous - GSP		687
42.	Warnings Other - GSP		57
43.	Patrol Miles - GS		275,178
44.	Other Miles - GSP		14,511
45.	Motor Vehicle Registration	34,716	
46.	Patrol Hours		14,463

* Where Applicable



POST 11

TROOP F

COUNTIES IN TERRITORY:

Liberty
Long
McIntosh

	Factor	Total	Responsibility*
1.	Population	29,700	
2.	% (Percent)	0.61	
3.	Total Roadway Miles	807.90	
4.	% (Percent)	0.90	
5.	Interstate Miles	58.40	
6.	% (Percent)	7.23	
7.	Federal Aid Primary	54.23	
8.	% (Percent)	6.71	
9.	Federal Aid Secondary	252.63	
10.	% (Percent)	31.27	
11.	Non Federal Aid	442.64	
12.	% (Percent)	54.79	
13.	Area (Sq. Miles)	1,342	
14.	% (Percent)	2.31	
15.	Population/square mi.	22.13	
16.	Roadway/square mi.	0.60	
17.	Population/roadway mi.	36.76	
18.	Million Vehicle Miles Traveled	344.878	
19.	% (Percent)	1.14	
20.	MVMT/Roadway mi.	0.427	
21.	Accidents	428	298
22.	% (Percent)	0.34	
23.	Injuries	178	

	Factor	Total	Responsibility*
24.	% (Percent)	0.51	
25.	Fatalities	18	
26.	% (Percent)	1.17	
27.	Fatalities/MVMT	0.052	
28.	Injuries/MVMT	0.516	
29.	Accidents/MVMT	1.241	
30.	Accidents/Fatalities	23,778	
31.	Accidents/Injury	2,405	
32.	Local Law Enforcement Officers	46	
33.	% (Percent)	0.51	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	645.65	
36.	Part I Crimes Index	528	
37.	% (Percent)	0.28	
38.	Crime Rate (100,000)	1,777.78	
39.	Arrest Moving Hazardous - GSP		4,245
40.	Arrest Other - GSP		557
41.	Warnings Moving Hazardous - GSP		2,538
42.	Warnings Other - GSP		666
43.	Patrol Miles - GSP		255,156
44.	Other Miles - GSP		10,118
45.	Motor Vehicle Registration	16,756	
46.	Patrol Hours		14,297

* Where Applicable

POST 12

TROOP E

COUNTIES IN TERRITORY:

Colquitt
Grady
Mitchell
Thomas

	Factor	Total	Responsibility*
1.	Population	107,300	
2.	% (Percent)	2.20	
3.	Total Roadway Miles	3,341.41	
4.	% (Percent)	3.71	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	291.84	
8.	% (Percent)	8.73	
9.	Federal Aid Secondary	792.01	
10.	% (Percent)	23.70	
11.	Non Federal Aid	2,257.56	
12.	% (Percent)	67.56	
13.	Area (Sq. Miles)	2,079	
14.	% (Percent)	3.58	
15.	Population/square mi.	51.61	
16.	Roadway/square mi.	1.61	
17.	Population/roadway mi.	32.11	
18.	Million Vehicle Miles Traveled	529.576	
19.	% (Percent)	1.75	
20.	MVMT/Roadway mi.	0.159	
21.	Accidents	2,345	603
22.	% (Percent)	1.85	
23.	Injuries	698	

	Factor	Total	Responsibility*
24.	% (Percent)	1.98	
25.	Fatalities	36	
26.	% (Percent)	2.33	
27.	Fatalities/MVMT	0.068	
28.	Injuries/MVMT	1.318	
29.	Accidents/MVMT	4.428	
30.	Accidents/Fatalities	65.139	
31.	Accidents/Injury	3.360	
32.	Local Law Enforcement Officers	161	
33.	% (Percent)	1.77	
34.	Trooper Force	15	
35.	Population/Enforcement Officers	666.46	
36.	Part I Crimes Index	2,262	
37.	% (Percent)	1.18	
38.	Crime Rate (100,000)	2,108.11	
39.	Arrest Moving Hazardous - GSP		3,197
40.	Arrest Other - GSP		2,033
41.	Warnings Moving Hazardous - GSP		3,533
42.	Warnings Other - GSP		423
43.	Patrol Miles - GSP		259,461
44.	Other Miles - GSP		60,480
45.	Motor Vehicle Registration	72,540	
46.	Patrol Hours		14,463

* Where Applicable

POST 13

TROOP E

COUNTIES IN TERRITORY:

Berrien
Cook
Tift

	Factor	Total	Responsibility*
1.	Population	53,900	
2.	% (Percent)	1.10	
3.	Total Roadway Miles	1,880.29	
4.	% (Percent)	2.09	
5.	Interstate Miles	41.34	
6.	% (Percent)	2.20	
7.	Federal Aid Primary	149.83	
8.	% (Percent)	7.97	
9.	Federal Aid Secondary	364.67	
10.	% (Percent)	19.39	
11.	Non Federal Aid	1,324.45	
12.	% (Percent)	70.44	
13.	Area (Sq. Miles)	967	
14.	% (Percent)	1.67	
15.	Population/square mi.	55.74	
16.	Roadway/square mi.	1.94	
17.	Population/roadway mi.	28.67	
18.	Million Vehicle Miles Traveled	615.894	
19.	% (Percent)	2.04	
20.	MVMT/Roadway mi.	0.328	
21.	Accidents	898	699
22.	% (Percent)	0.71	
23.	Injuries	297	

	Factor	Total	Responsibility*
24.	% (Percent)	0.84	
25.	Fatalities	27	
26.	% (Percent)	1.75	
27.	Fatalities/MVMT	0.044	
28.	Injuries/MVMT	0.482	
29.	Accidents/MVMT	1.458	
30.	Accidents/Fatalities	33.259	
31.	Accidents/[illegible]	3.024	
32.	Local Law Enforcement Officers	157	
33.	% (Percent)	1.72	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	343.31	
36.	Part I Crimes Index	1,560	
37.	% (Percent)	0.82	
38.	Crime Rate (100,000)	2,894.25	
39.	Arrest Moving Hazardous - GSP		4,169
40.	Arrest Other - GSP		613
41.	Warnings Moving Hazardous - GSP		2,002
42.	Warnings Other - GSP		129
43.	Patrol Miles - GSP		338,340
44.	Other Miles - GSP		24,045
45.	Motor Vehicle Registration	39,327	
46.	Patrol Hours		15,857

* Where Applicable

POST 14

TROOP E

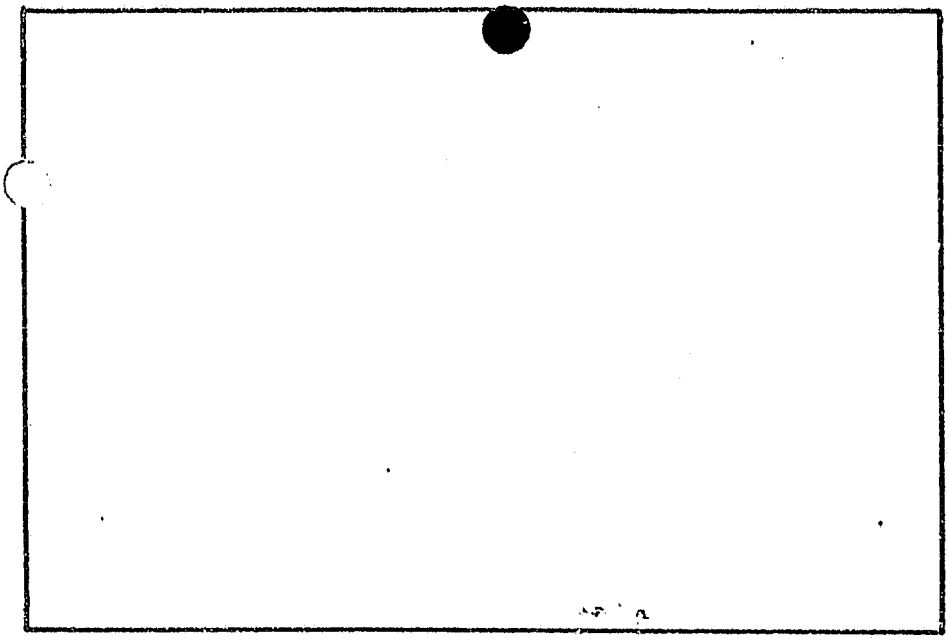
COUNTIES IN TERRITORY:

Decatur
Early
Miller
Seminole

	Factor	Total	Responsibility*
1.	Population	49,600	
2.	% (Percent)	1.02	
3.	Total Roadway Miles	2,442.32	
4.	% (Percent)	2.71	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	145.91	
8.	% (Percent)	5.97	
9.	Federal Aid Secondary	616.17	
10.	% (Percent)	25.23	
11.	Non Federal Aid	1,680.24	
12.	% (Percent)	68.80	
13.	Area (Sq. Miles)	1,632	
14.	% (Percent)	2.81	
15.	Population/square mi.	30.39	
16.	Roadway/square mi.	1.50	
17.	Population/roadway mi.	20.31	
18.	Million Vehicle Miles Traveled	323.288	
19.	% (Percent)	1.07	
20.	MVMT/Roadway mi.	0.132	
21.	Accidents	775	321
22.	% (Percent)	0.61	
23.	Injuries	310	

	Factor	Total	Responsibility*
24.	% (Percent)	0.88	
25.	Fatalities	14	
26.	% (Percent)	0.91	
27.	Fatalities/MVMT	0.043	
28.	Injuries/MVMT	0.959	
29.	Accidents/MVMT	2.397	
30.	Accidents/Fatalities	55.357	
31.	Accidents/Injury	2.500	
32.	Local Law Enforcement Officers	71	
33.	% (Percent)	0.78	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	698.59	
36.	Part I Crimes Index	828	
37.	% (Percent)	0.43	
38.	Crime Rate (100,000)	1,669.35	
39.	Arrest Moving Hazardous - GSP		1,070
40.	Arrest Other - GSP		612
41.	Warnings Moving Hazardous - GSP		1,172
42.	Warnings Other - GSP		79
43.	Patrol Miles - GSP		201,353
44.	Other Miles - GSP		50,408
45.	Motor Vehicle Registration	32,752	
46.	Patrol Hours		11,009

* Where Applicable



POST 15

TROOP D

COUNTIES IN TERRITORY:

Bibb
Bleckley
Houston
Macon
Peach
Pulaski

	Factor	Total	Responsibility*
1.	Population	266,800	121,100
2.	% (Percent)	5.46	
3.	Total Roadway Miles	2,591.74	2,137.30
4.	% (Percent)	2.88	2.40
5.	Interstate Miles	72.92	29.65
6.	% (Percent)	2.81	1.39
7.	Federal Aid Primary	347.80	257.29
8.	% (Percent)	13.42	12.04
9.	Federal Aid Secondary	579.64	492.19
10.	% (Percent)	22.36	23.03
11.	Non Federal Aid	1,591.38	1,358.17
12.	% (Percent)	61.40	63.55
13.	Area (Sq. Miles)	1,660	1,406.00
14.	% (Percent)	2.86	2.47
15.	Population/square mi.	160.72	86.13
16.	Roadway/square mi.	1.56	1.52
17.	Population/roadway mi.	102.94	56.66
18.	Million Vehicle Miles Traveled	1,613.581	825.787
19.	% (Percent)	5.34	
20.	MVMT/Roadway mi.	0.623	0.386
21.	Accidents	5,647	449
22.	% (Percent)	4.45	
23.	Injuries	1,408	

	Factor	Total	Responsibility*
24.	% (Percent)	4.00	
25.	Fatalities	76	
26.	% (Percent)	4.92	
27.	Fatalities/MVMT	0.047	
28.	Injuries/MVMT	0.873	
29.	Accidents/MVMT	3.500	
30.	Accidents/Fatalities	74.303	
31.	Accidents/Injury	4.011	
32.	Local Law Enforcement Officers	537	215
33.	% (Percent)	5.89	2.36
34.	Trooper Force	14	
35.	Population/Enforcement Officers	496.83	563.26
36.	Part I Crimes Index	11,097	2,944
37.	% (Percent)	5.81	1.54
38.	Crime Rate (100,000)	4,159.30	2,431.05
39.	Arrest Moving Hazardous - GSP		4,824
40.	Arrest Other - GSP		1,778
41.	Warnings Moving Hazardous - GSP		1,451
42.	Warnings Other - GSP		669
43.	Patrol Miles - GSP		405,878
44.	Other Miles - GSP		7,037
45.	Motor Vehicle Registration	170,584	80,449
46.	Patrol Hours		18,845

* Where Applicable.

POST 16

TROOP F

COUNTIES IN TERRITORY:

Dodge
Jeff Davis
Montgomery
Telfair
Wheeler

	Factor	Total	Responsibility*
1.	Population	49,600	
2.	% (Percent)	1.02	
3.	Total Roadway Miles	2,768.73	
4.	% (Percent)	3.08	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	221.67	
8.	% (Percent)	8.01	
9.	Federal Aid Secondary	602.05	
10.	% (Percent)	21.74	
11.	Non Federal Aid	1,945.01	
12.	% (Percent)	70.25	
13.	Area (Sq. Miles)	1,810	
14.	% (Percent)	3.12	
15.	Population/square mi.	27.40	
16.	Roadway/square mi.	1.53	
17.	Population/roadway mi.	17.91	
18.	Million Vehicle Miles Traveled	275.046	
19.	% (Percent)	0.91	
20.	MVMT/Roadway mi.	0.099	
21.	Accidents	425	261
22.	% (Percent)	0.33	
23.	Injuries	184	

	Factor	Total	Responsibility*
24.	% (Percent)	0.52	
25.	Fatalities	30	
26.	% (Percent)	1.94	
27.	Fatalities/MVMT	0.109	
28.	Injuries/MVMT	0.669	
29.	Accidents/MVMT	1.545	
30.	Accidents/Fatalities	14.167	
31.	Accidents/Injury	2.310	
32.	Local Law Enforcement Officers	41	
33.	% (Percent)	0.45	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	1,209.76	
36.	Part I Crimes Index	592	
37.	% (Percent)	0.31	
38.	Crime Rate (100,000)	1,193.55	
39.	Arrest Moving Hazardous - GSP		3,648
40.	Arrest Other - GSP		421
41.	Warnings Moving Hazardous - GSP		4,209
42.	Warnings Other - GSP		520
43.	Patrol Miles - GSP		343,655
44.	Other Miles - GSP		18,383
45.	Motor Vehicle Registration	34,582	
46.	Patrol Hours		15,482

* Where Applicable

POST 17

TROOP B

COUNTIES IN TERRITORY:

Elbert
Lincoln
Oglethorpe
Taliaferro
Wilkes

	Factor	Total	Responsibility*
1.	Population	44,100	
2.	% (Percent)	0.90	
3.	Total Roadway Miles	2,284.07	
4.	% (Percent)	2.54	
5.	Interstate Miles	10.20	
6.	% (Percent)	0.45	
7.	Federal Aid Primary	175.98	
8.	% (Percent)	7.70	
9.	Federal Aid Secondary	566.43	
10.	% (Percent)	24.80	
11.	Non Federal Aid	1,531.46	
12.	% (Percent)	67.05	
13.	Area (Sq. Miles)	1,648	
14.	% (Percent)	2.84	
15.	Population/square mi.	26.76	
16.	Roadway/square mi.	1.39	
17.	Population/roadway mi.	19.31	
18.	Million Vehicle Miles Traveled	270.036	
19.	% (Percent)	0.89	
20.	MVMT/Roadway mi.	0.118	
21.	Accidents	603	295
22.	% (Percent)	0.48	
23.	Injuries	305	

	Factor	Total	Responsibility*
24.	% (Percent)	0.87	
25.	Fatalities	21	
26.	% (Percent)	1.36	
27.	Fatalities/MVMT	0.078	
28.	Injuries/MVMT	1.130	
29.	Accidents/MVMT	2.233	
30.	Accidents/Fatalities	28.714	
31.	Accidents/Injury	1.977	
32.	Local Law Enforcement Officers	60	
33.	% (Percent)	0.66	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	735.00	
36.	Part I Crimes Index	894	
37.	% (Percent)	0.47	
38.	Crime Rate (100,000)	2,027.21	
39.	Arrest Moving Hazardous - GSP		1,442
40.	Arrest Other - GSP		375
41.	Warnings Moving Hazardous - GSP		1,278
42.	Warnings Other - GSP		240
43.	Patrol Miles - GSP		196,455
44.	Other Miles - GSP		29,235
45.	Motor Vehicle Registration	33,564	
46.	Patrol Hours		11,907

* Where Applicable

CONTINUED

2 OF 3

POST 18

TROOP F

COUNTIES IN TERRITORY:

Appling
Evans
Tattnall
Toombs

	Factor	Total	Responsibility*
1.	Population	58,600	
2.	% (Percent)	1.20	
3.	Total Roadway Miles	2,753.86	
4.	% (Percent)	3.06	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	225.77	
8.	% (Percent)	8.20	
9.	Federal Aid Secondary	512.40	
10.	% (Percent)	18.61	
11.	Non Federal Aid	2,015.69	
12.	% (Percent)	73.19	
13.	Area (Sq. Miles)	1,557	
14.	% (Percent)	2.68	
15.	Population/square mi.	37.64	
16.	Roadway/square mi.	1.77	
17.	Population/roadway mi.	21.28	
18.	Million Vehicle Miles Traveled	383.726	
19.	% (Percent)	1.27	
20.	MVMT/Roadway mi.	0.139	
21.	Accidents	346	325
22.	% (Percent)	0.27	
23.	Injuries	296	

	Factor	Total	Responsibility*
24.	% (Percent)	0.84	
25.	Fatalities	29	
26.	% (Percent)	1.88	
27.	Fatalities/MVMT	0.076	
28.	Injuries/MVMT	0.771	
29.	Accidents/MVMT	0.902	
30.	Accidents/Fatalities	11.931	
31.	Accidents/Injury	1.169	
32.	Local Law Enforcement Officers	69	
33.	% (Percent)	0.76	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	849.28	
36.	Part I Crimes Index	1,266	
37.	% (Percent)	0.66	
38.	Crime Rate (100,000)	2,160.41	
39.	Arrest Moving Hazardous - GSP		2,583
40.	Arrest Other - GSP		314
41.	Warnings Moving Hazardous - GSP		2,780
42.	Warnings Other - GSP		264
43.	Patrol Miles - GSP		359,270
44.	Other Miles - GSP		9,645
45.	Motor Vehicle Registration	41,618	
46.	Patrol Hours		17,300

* Where Applicable

POST 19

TROOP D

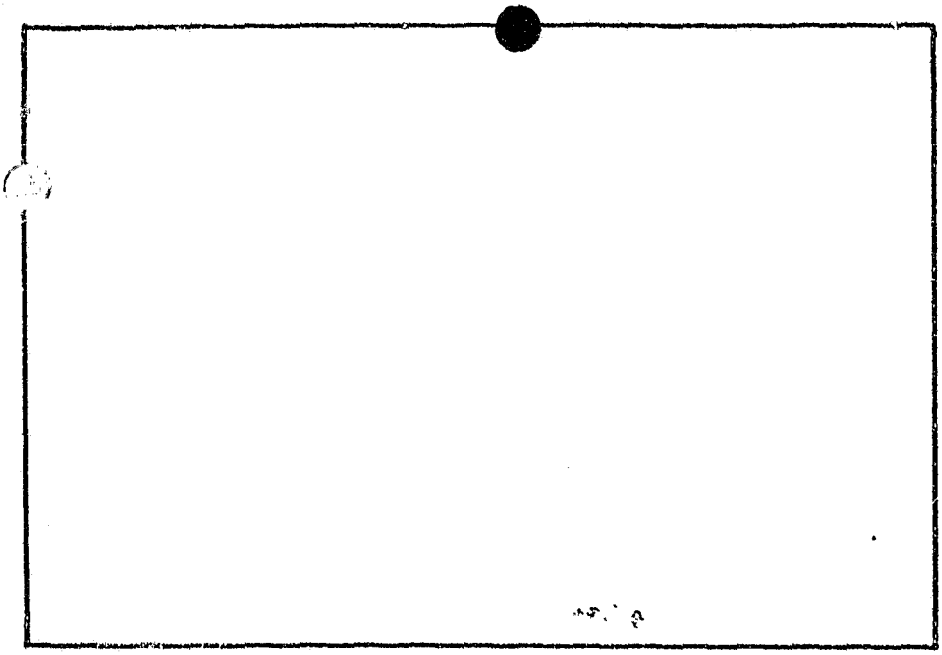
COUNTIES IN TERRITORY:

Emanuel
Jefferson
Treutlen

	Factor	Total	Responsibility*
1.	Population	42,500	
2.	% (Percent)	0.87	
3.	Total Roadway Miles	2,240.59	
4.	% (Percent)	2.49	
5.	Interstate Miles	10.66	
6.	% (Percent)	0.48	
7.	Federal Aid Primary	188.91	
8.	% (Percent)	8.43	
9.	Federal Aid Secondary	525.80	
10.	% (Percent)	23.47	
11.	Non Federal Aid	1,515.22	
12.	% (Percent)	67.63	
13.	Area (Sq. Miles)	1,410	
14.	% (Percent)	2.43	
15.	Population/square mi.	30.14	
16.	Roadway/square mi.	1.59	
17.	Population/roadway mi.	18.97	
18.	Million Vehicle Miles Traveled	286.995	
19.	% (Percent)	0.95	
0.	MVMT/Roadway mi.	0.128	
21.	Accidents	346	264
22.	% (Percent)	0.27	
23.	Injuries	179	

	Factor	Total	Responsibility*
24.	% (Percent)	0.51	
25.	Fatalities	15	
26.	% (Percent)	0.97	
27.	Fatalities/MVMT	0.052	
28.	Injuries/MVMT	0.624	
29.	Accidents/MVMT	1.206	
30.	Accidents/Fatalities	23.067	
31.	Accidents/Injury	1.933	
32.	Local Law Enforcement Officers	67	
33.	% (Percent)	0.74	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	634.33	
36.	Part I Crimes Index	885	
37.	% (Percent)	0.46	
38.	Crime Rate (100,000)	2,082.35	
39.	Arrest Moving Hazardous - GSP		1,934
40.	Arrest Other - GSP		551
41.	Warnings Moving Hazardous - GSP		1,280
42.	Warnings Other - GSP		119
43.	Patrol Miles - GSP		262,557
44.	Other Miles - GSP		22,148
45.	Motor Vehicle Registration	27,419	
46.	Patrol Hours		12,359

* Where Applicable



POST 20

TROOP D

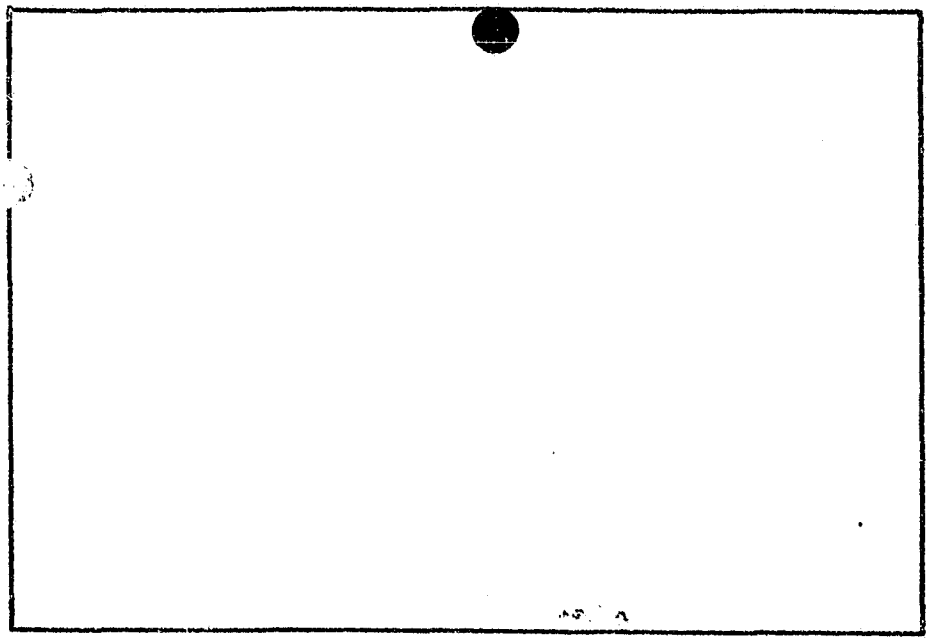
COUNTIES IN TERRITORY:

Johnson
Laurens
Twiggs
Washington
Wilkinson

	Factor	Total	Responsibility*
1.	Population	75,600	
2.	% (Percent)	1.55	
3.	Total Roadway Miles	3,671.34	
4.	% (Percent)	4.08	
5.	Interstate Miles	56.24	
6.	% (Percent)	1.53	
7.	Federal Aid Primary	337.49	
8.	% (Percent)	9.19	
9.	Federal Aid Secondary	837.13	
10.	% (Percent)	22.80	
11.	Non Federal Aid	2,440.48	
12.	% (Percent)	66.47	
13.	Area (Sq. Miles)	2,618	
14.	% (Percent)	4.51	
15.	Population/square mi.	28.88	
16.	Roadway/square mi.	1.40	
17.	Population/roadway mi.	20.59	
18.	Million Vehicle Miles Traveled	525.908	
19.	% (Percent)	1.74	
20.	MVMT/Roadway mi.	0.143	
21.	Accidents	622	476
22.	% (Percent)	0.49	
23.	Injuries	279	

	Factor	Total	Responsibility*
24.	% (Percent)	0.79	
25.	Fatalities	52	
26.	% (Percent)	3.37	
27.	Fatalities/MVMT	0.099	
28.	Injuries/MVMT	0.531	
29.	Accidents/MVMT	1.183	
30.	Accidents/Fatalities	11.962	
31.	Accidents/Injury	2.229	
32.	Local Law Enforcement Officers	102	
33.	% (Percent)	1.12	
34.	Trooper Force	13	
35.	Population/Enforcement Officers	741.18	
36.	Part I Crimes Index	1,361	
37.	% (Percent)	0.71	
38.	Crime Rate (100,000)	1,800.26	
39.	Arrest Moving Hazardous - GSP		5,058
40.	Arrest Other - GSP		968
41.	Warnings Moving Hazardous - GSP		3,131
42.	Warnings Other - GSP		201
43.	Patrol Miles - GSP		399,000
44.	Other Miles - GSP		61,307
45.	Motor Vehicle Registration	51,220	
46.	Patrol Hours		17,853

* Where Applicable



POST 21

TROOP D

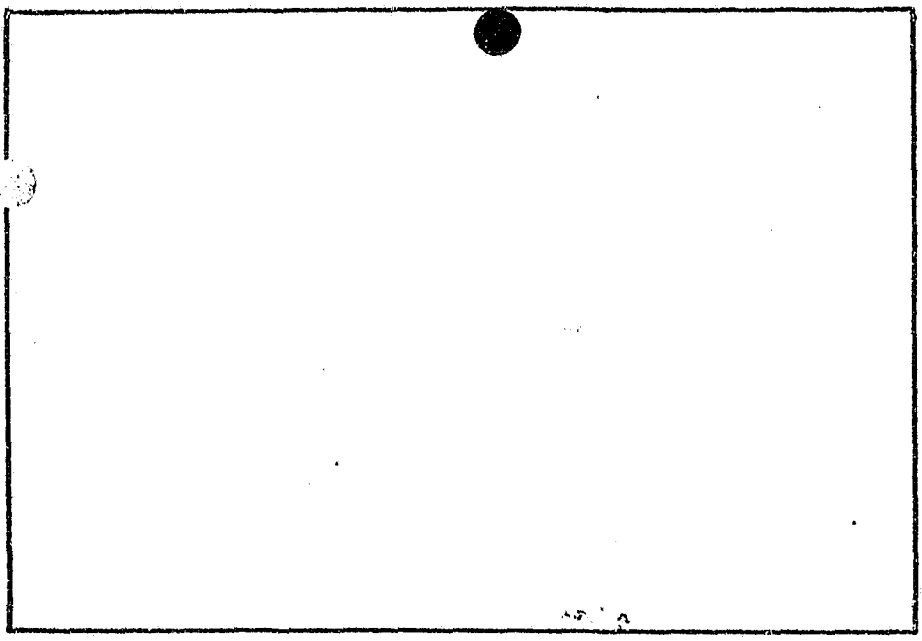
COUNTIES IN TERRITORY:

Burke
Jenkins
Screven

	Factor	Total	Responsibility*
1.	Population	39,500	
2.	% (Percent)	0.81	
3.	Total Roadway Miles	2,343.94	
4.	% (Percent)	2.61	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	169.73	
8.	% (Percent)	7.24	
9.	Federal Aid Secondary	555.48	
10.	% (Percent)	23.70	
11.	Non Federal Aid	1,618.73	
12.	% (Percent)	69.06	
13.	Area (Sq. Miles)	1,833	
14.	% (Percent)	3.16	
15.	Population/square mi.	21.55	
16.	Roadway/square mi.	1.28	
17.	Population/roadway mi.	16.85	
18.	Million Vehicle Miles Traveled	272.551	
19.	% (Percent)	0.90	
20.	MVMT/Roadway mi.	0.116	
21.	Accidents	657	257
22.	% (Percent)	0.52	
23.	Injuries	277	

	Factor	Total	Responsibility*
24.	% (Percent)	0.79	
25.	Fatalities	24	
26.	% (Percent)	1.55	
27.	Fatalities/MVMT	0.088	
28.	Injuries/MVMT	1.016	
29.	Accidents/MVMT	2.411	
30.	Accidents/Fatalities	27.375	
31.	Accidents/Injury	2.372	
32.	Local Law Enforcement Officers	65	
33.	% (Percent)	0.71	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	607.69	
36.	Part I Crimes Index	757	
37.	% (Percent)	0.40	
38.	Crime Rate (100,000)	1,916.46	
39.	Arrest Moving Hazardous - GSP		3,026
40.	Arrest Other - GSP		308
41.	Warnings Moving Hazardous - GSP		3,828
42.	Warnings Other - GSP		263
43.	Patrol Miles - GSP		305,142
44.	Other Miles - GSP		1,365
45.	Motor Vehicle Registration	25,355	
46.	Patrol Hours		1,708

* Where Applicable



POST 22

TROOP F

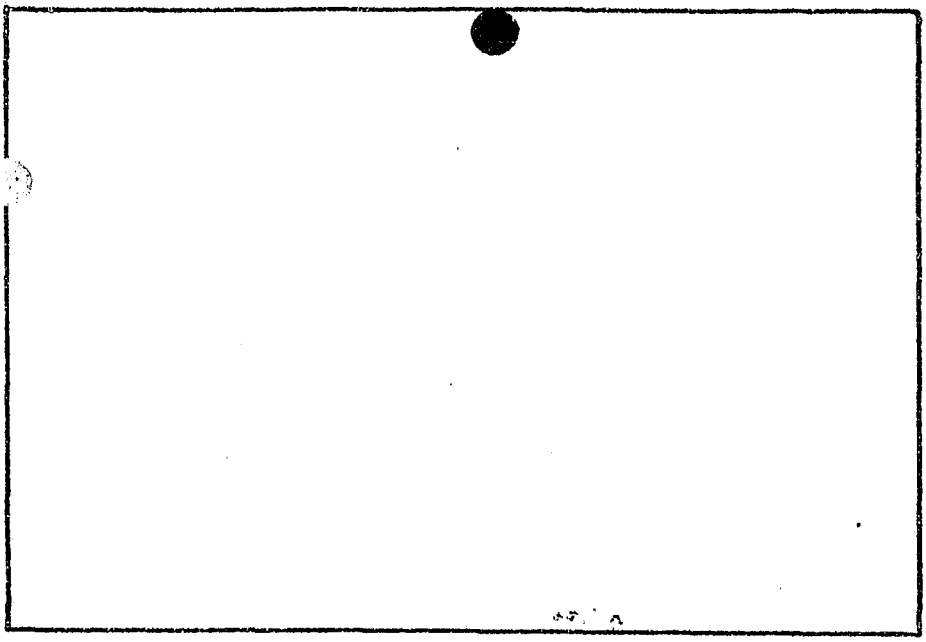
COUNTIES IN TERRITORY:

Bacon
Brantley
Charlton
Clinch
Pierce
Ware

	Factor	Total	Responsibility*
1.	Population	71,600	
2.	% (Percent)	1.47	
3.	Total Roadway Miles	3,401.77	
4.	% (Percent)	3.78	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	355.48	
8.	% (Percent)	10.45	
9.	Federal Aid Secondary	704.16	
10.	% (Percent)	20.70	
11.	Non Federal Aid	2,342.13	
12.	% (Percent)	68.85	
13.	Area (Sq. Miles)	3,587	
14.	% (Percent)	6.18	
15.	Population/square mi.	19.96	
16.	Roadway/square mi.	0.95	
17.	Population/roadway mi.	21.05	
18.	Million Vehicle Miles Traveled	613.318	
19.	% (Percent)	2.03	
20.	MVMT/Roadway mi.	0.18	
21.	Accidents	1,417	376
22.	% (Percent)	1.12	
23.	Injuries	519	

	Factor	Total	Responsibility*
24.	% (Percent)	1.48	
25.	Fatalities	39	
26.	% (Percent)	2.52	
27.	Fatalities/MVMT	0.064	
28.	Injuries/MVMT	0.846	
29.	Accidents/MVMT	2.310	
30.	Accidents/Fatalities	36.333	
31.	Accidents/Injury	2.730	
32.	Local Law Enforcement Officers	110	
33.	% (Percent)	1.21	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	650.91	
36.	Part I Crimes Index	1,466	
37.	% (Percent)	0.77	
38.	Crime Rate (100,000)	2,047.49	
39.	Arrest Moving Hazardous - GSP		2,049
40.	Arrest Other - GSP		381
41.	Warnings Moving Hazardous - GSP		3,878
42.	Warnings Other - GSP		239
43.	Patrol Miles - GSP		262,401
44.	Other Miles - GSP		9,165
45.	Motor Vehicle Registration	53,257	
46.	Patrol Hours		14,600

* Where Applicable



POST 23

TROOP F

COUNTIES IN TERRITORY:

Camden
Glynn
Wayne

	Factor	Total	Responsibility*
1.	Population	82,300	
2.	% (Percent)	1.69	
3.	Total Roadway Miles	1,573.30	
4.	% (Percent)	1.75	
5.	Interstate Miles	72.75	
6.	% (Percent)	4.62	
7.	Federal Aid Primary	139.18	
8.	% (Percent)	8.85	
9.	Federal Aid Secondary	349.68	
10.	% (Percent)	22.23	
11.	Non Federal Aid	1,011.69	
12.	% (Percent)	64.30	
13.	Area (Sq. Miles)	1,710	
14.	% (Percent)	2.94	
15.	Population/square mi.	48.13	
16.	Roadway/square mi.	0.92	
17.	Population/roadway mi.	52.31	
18.	Million Vehicle Miles Traveled	663.779	
19.	% (Percent)	2.20	
20.	MVMT/Roadway mi.	0.422	
21.	Accidents	1,826	100
22.	% (Percent)	1.44	
23.	Injuries	638	

	Factor	Total	Responsibility*
24.	% (Percent)	1.81	
25.	Fatalities	29	
26.	% (Percent)	1.88	
27.	Fatalities/MVMT	0.044	
28.	Injuries/MVMT	0.961	
29.	Accidents/MVMT	2.751	
30.	Accidents/Fatalities	62.966	
31.	Accidents/Injury	2.862	
32.	Local Law Enforcement Officers	181	
33.	% (Percent)	1.99	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	454.70	
36.	Part I Crimes Index	2,005	
37.	% (Percent)	1.05	
38.	Crime Rate (100,000)	2,436.21	
39.	Arrest Moving Hazardous - GSP		2,709
40.	Arrest Other - GSP		87
41.	Warnings Moving Hazardous - GSP		2,849
42.	Warnings Other - GSP		820
43.	Patrol Miles - GSP		243,042
44.	Other Miles - GSP		20,595
45.	Motor Vehicle Registration	58,749	
46.	Patrol Hours		10,857

* Where Applicable

POST 24

TROOP C

COUNTIES IN TERRITORY:

Coweta
Fayette
Heard

	Factor	Total	Responsibility*
1.	Population	53,600	
2.	% (Percent)	1.10	
3.	Total Roadway Miles	1,625.20	
4.	% (Percent)	1.81	
5.	Interstate Miles	25.03	
6.	% (Percent)	1.54	
7.	Federal Aid Primary	104.31	
8.	% (Percent)	6.42	
9.	Federal Aid Secondary	364.96	
10.	% (Percent)	22.46	
11.	Non Federal Aid	1,130.90	
12.	% (Percent)	69.58	
13.	Area (Sq. Miles)	937	
14.	% (Percent)	1.61	
15.	Population/square mi.	57.20	
16.	Roadway/square mi.	1.73	
17.	Population/roadway mi.	32.98	
18.	Million Vehicle Miles Traveled	433.960	
19.	% (Percent)	1.44	
20.	MVMT/Roadway mi.	0.267	
21.	Accidents	870	692
22.	% (Percent)	0.69	
23.	Injuries	435	

	Factor	Total	Responsibility*
24.	% (Percent)	1.24	
25.	Fatalities	28	
26.	% (Percent)	1.81	
27.	Fatalities/MVMT	0.065	
28.	Injuries/MVMT	1.002	
29.	Accidents/MVMT	2.005	
30.	Accidents/Fatalities	31.071	
31.	Accidents/Injury	2.00	
32.	Local Law Enforcement Officers	98	
33.	% (Percent)	1.08	
34.	Trooper Force	13	
35.	Population/Enforcement Officers	546.94	
36.	Part I Crimes Index	1,297	
37.	% (Percent)	0.68	
38.	Crime Rate (100,000)	2,419.78	
39.	Arrest Moving Hazardous - GSP		3,609
40.	Arrest Other - GSP		471
41.	Warnings Moving Hazardous - GSP		3,802
42.	Warnings Other - GSP		1,101
43.	Patrol Miles - GSP		314,877
44.	Other Miles - GSP		6,514
45.	Motor Vehicle Registration	47,291	
46.	Patrol Hours		14,715

* Where Applicable

POST 25

TROOP D

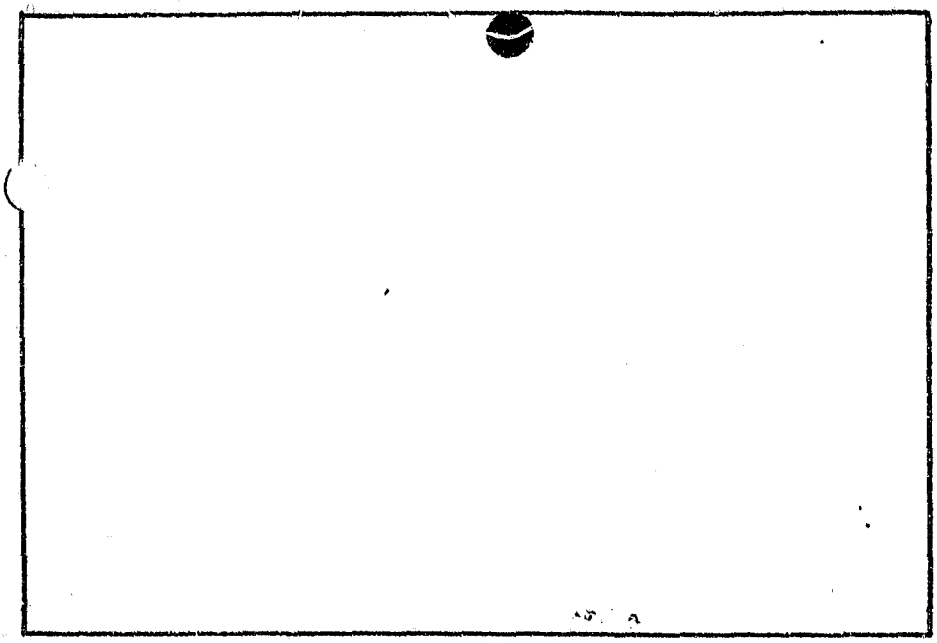
COUNTIES IN TERRITORY:

Columbia
Glascock
McDuffie
Richmond
Warren

	Factor	Total	Responsibility*
1.	Population	209,400	
2.	% (Percent)	4.29	
3.	Total Roadway Miles	2,242.68	
4.	% (Percent)	2.49	
5.	Interstate Miles	49.03	
6.	% (Percent)	2.19	
7.	Federal Aid Primary	202.77	
8.	% (Percent)	9.04	
9.	Federal Aid Secondary	535.13	
10.	% (Percent)	23.86	
11.	Non Federal Aid	1,455.75	
12.	% (Percent)	64.91	
13.	Area (Sq. Miles)	1,293	
14.	% (Percent)	2.23	
15.	Population/square mi.	161.95	
16.	Roadway/square mi.	1.73	
17.	Population/roadway mi.	93.37	
18.	Million Vehicle Miles Traveled	1,139.379	
19.	% (Percent)	3.77	
20.	MVMT/Roadway mi.	0.508	
21.	Accidents	7,518	245
22.	% (Percent)	5.93	
23.	Injuries	1,776	

	Factor	Total	Responsibility*
24.	% (Percent)	5.05	
25.	Fatalities	62	
26.	% (Percent)	4.01	
27.	Fatalities/MVMT	0.054	
28.	Injuries/MVMT	1.559	
29.	Accidents/MVMT	6.598	
30.	Accidents/Fatalities	121.258	
31.	Accidents/Injury	4.233	
32.	Local Law Enforcement Officers	202	
33.	% (Percent)	2.22	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	1,036.63	
36.	Part I Crimes Index	4,811	
37.	% (Percent)	2.52	
38.	Crime Rate (100,000)	2,297.52	
39.	Arrest Moving Hazardous - GSP		3,390
40.	Arrest Other - GSP		780
41.	Warnings Moving Hazardous - GSP		1,369
42.	Warnings Other - GSP		135
43.	Patrol Miles - GSP		312,942
44.	Other Miles - GSP		21,398
45.	Motor Vehicle Registration	137,229	
46.	Patrol Hours		15,387

* Where Applicable



POST 26

TROOP C

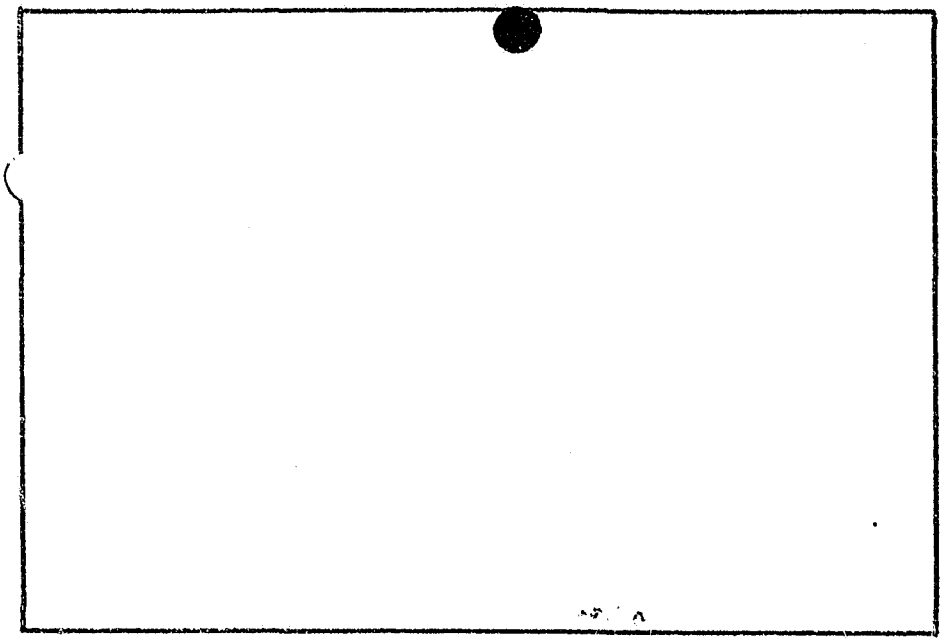
COUNTIES IN TERRITORY:

Crawford
Pike
Taylor
Upson

	Factor	Total	Responsibility*
1.	Population	45,800	
2.	% (Percent)	0.94	
3.	Total Roadway Miles	1,887.23	
4.	% (Percent)	2.10	
5.	Interstate Miles	0.16	
6.	% (Percent)	0.01	
7.	Federal Aid Primary	138.69	
8.	% (Percent)	7.35	
9.	Federal Aid Secondary	449.26	
10.	% (Percent)	23.81	
11.	Non Federal Aid	1,299.12	
12.	% (Percent)	68.84	
13.	Area (Sq. Miles)	1,282	
14.	% (Percent)	2.21	
15.	Population/square mi.	35.73	
16.	Roadway/square mi.	1.47	
17.	Population/roadway mi.	24.27	
18.	Million Vehicle Miles Traveled	257.038	
19.	% (Percent)	0.85	
20.	MVMT/Roadway mi.	0.136	
21.	Accidents	560	476
22.	% (Percent)	0.44	
23.	Injuries	266	

	Factor	Total	Responsibility*
24.	% (Percent)	0.76	
25.	Fatalities	25	
26.	% (Percent)	1.62	
27.	Fatalities/MVMT	0.097	
28.	Injuries/MVMT	1.035	
29.	Accidents/MVMT	2.179	
30.	Accidents/Fatalities	22.400	
31.	Accidents/Injury	2.105	
32.	Local Law Enforcement Officers	67	
33.	% (Percent)	0.74	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	683.58	
36.	Part I Crimes Index	711	
37.	% (Percent)	0.37	
38.	Crime Rate (100,000)	1,552.40	
39.	Arrest Moving Hazardous - GSP		3,588
40.	Arrest Other - GSP		1,754
41.	Warnings Moving Hazardous - GSP		5,030
42.	Warnings Other - GSP		809
43.	Patrol Miles - GSP		294,669
44.	Other Miles - GSP		16,970
45.	Motor Vehicle Registration	32,315	
46.	Patrol Hours		14,601

* Where Applicable



POST 27

TROOP B

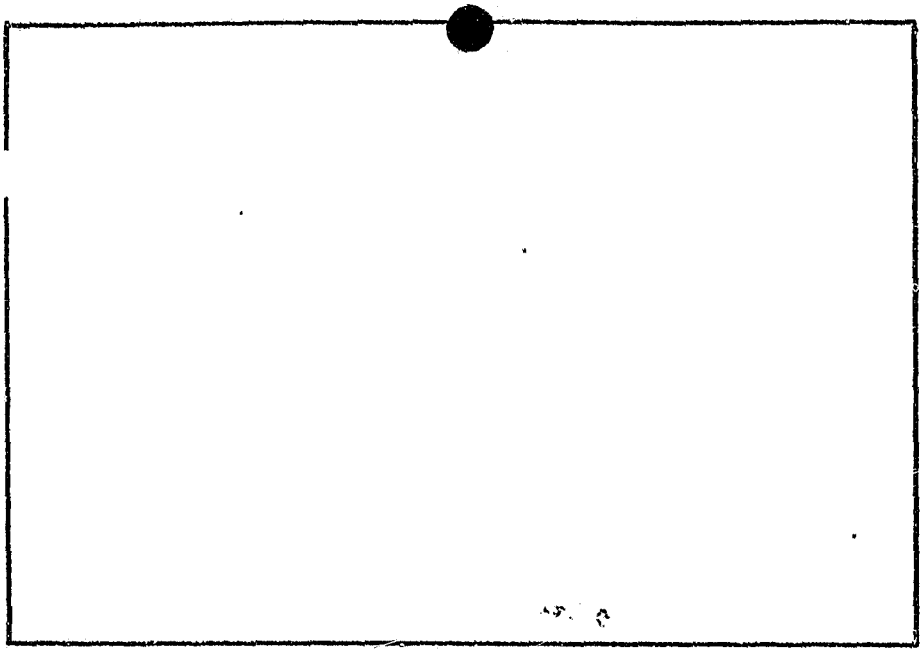
COUNTIES IN TERRITORY:

Fannin
Gilmer
Towns
Union

	Factor	Total	Responsibility*
1.	Population	35,700	
2.	% (Percent)	0.73	
3.	Total Roadway Miles	1,560.61	
4.	% (Percent)	1.73	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	136.31	
8.	% (Percent)	8.73	
9.	Federal Aid Secondary	373.54	
10.	% (Percent)	23.94	
11.	Non Federal Aid	1,050.76	
12.	% (Percent)	67.33	
13.	Area (Sq. Miles)	1,308	
14.	% (Percent)	2.25	
15.	Population/square mi.	27.29	
16.	Roadway/square mi.	1.19	
17.	Population/roadway mi.	22.88	
18.	Million Vehicle Miles Traveled	216.386	
19.	% (Percent)	0.72	
20.	MVMT/Roadway mi.	0.139	
21.	Accidents	448	392
22.	% (Percent)	0.35	
23.	Injuries	248	

	Factor	Total	Responsibility*
24.	% (Percent)	0.71	
25.	Fatalities	10	
26.	% (Percent)	0.65	
27.	Fatalities/MVMT	0.046	
28.	Injuries/MVMT	1.146	
29.	Accidents/MVMT	2.070	
30.	Accidents/Fatalities	44.800	
31.	Accidents/Injury	1.806	
32.	Local Law Enforcement Officers	31	
33.	% (Percent)	0.34	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	1,151.61	
36.	Part I Crimes Index	529	
37.	% (Percent)	0.28	
38.	Crime Rate (100,000)	1,481.79	
39.	Arrest Moving Hazardous - GSP		1,170
40.	Arrest Other - GSP		400
41.	Warnings Moving Hazardous - GSP		1,137
42.	Warnings Other - GSP		374
43.	Patrol Miles - GSP		226,211
44.	Other Miles - GSP		9,488
45.	Motor Vehicle Registration	30,433	
46.	Patrol Hours		11,946

* Where Applicable



POST 28

TROOP A

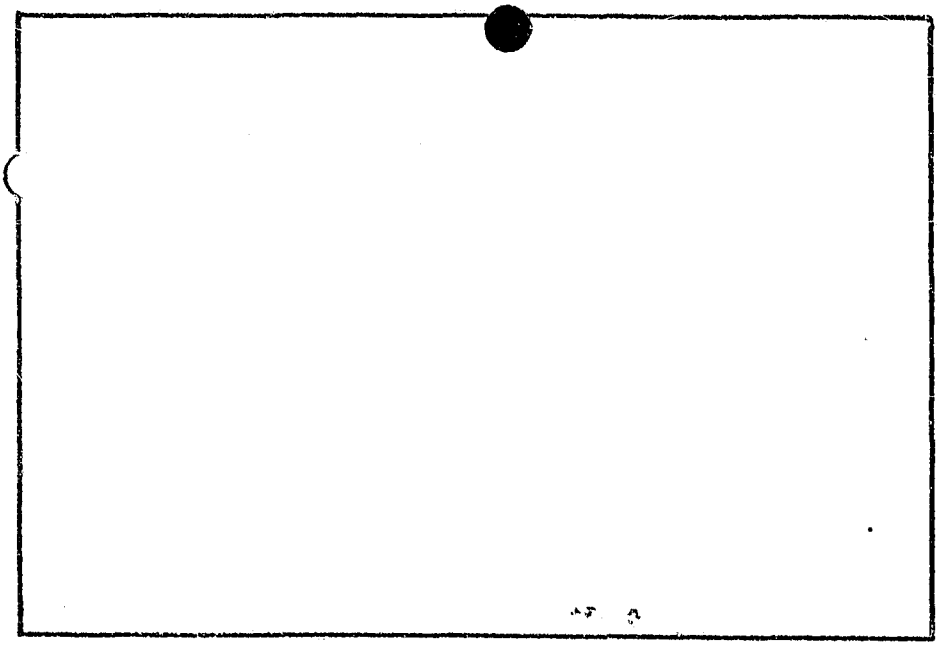
COUNTIES IN TERRITORY:

Cherokee
Forsyth
Pickens

	Factor	Total	Responsibility*
1.	Population	69,400	
2.	% (Percent)	1.42	
3.	Total Roadway Miles	1,771.32	
4.	% (Percent)	1.97	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	92.34	
8.	% (Percent)	5.21	
9.	Federal Aid Secondary	424.28	
10.	% (Percent)	23.95	
11.	Non Federal Aid	1,254.70	
12.	% (Percent)	70.83	
13.	Area (Sq. Miles)	858	
14.	% (Percent)	1.48	
15.	Population/square mi.	80.89	
16.	Roadway/square mi.	2.06	
17.	Population/roadway mi.	39.18	
18.	Million Vehicle Miles Traveled	379.246	
19.	% (Percent)	1.26	
20.	MVMT/Roadway mi.	0.214	
21.	Accidents	1,118	826
22.	% (Percent)	0.88	
23.	Injuries	524	

	Factor	Total	Responsibility*
24.	% (Percent)	1.49	
25.	Fatalities	25	
26.	% (Percent)	1.62	
27.	Fatalities/MVMT	0.066	
28.	Injuries/MVMT	1.382	
29.	Accidents/MVMT	2.948	
30.	Accidents/Fatalities	44.720	
31.	Accidents/Injury	2.134	
32.	Local Law Enforcemant Officers	51	
33.	% (Percent)	0.56	
34.	Trooper Force	14	
35.	Population/Enforcement Officers	1,360.78	
36.	Part I Crimes Index	1,601	
37.	% (Percent)	0.84	
38.	Crime Rate (100,000)	2,306.92	
39.	Arrest Moving Hazardous - GSP		2,398
40.	Arrest Other - GSP		451
41.	Warnings Moving Hazardous - GSP		4,593
42.	Warnings Other - GSP		370
43.	Patrol Miles - GSP		280,203
44.	Other Miles - GSP		18,334
45.	Motor Vehicle Registration	59,187	
46.	Patrol Hours		13,877

* Where Applicable



POST 29

TROOP A

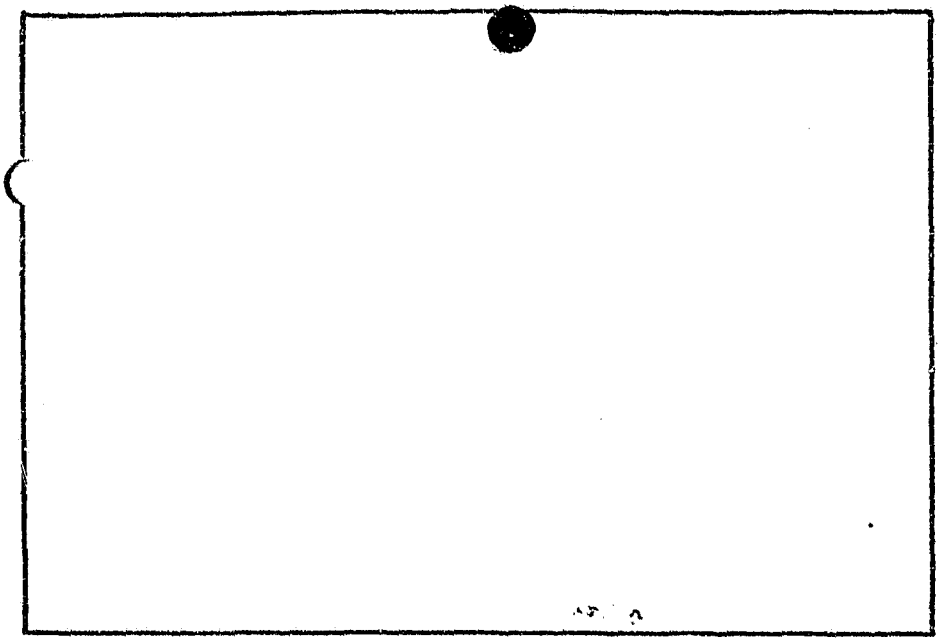
COUNTIES IN TERRITORY:

(Floyd) Included in Post 38
Haralson
Polk

	Factor	Total	Responsibility*
1.	Population	47,500	
2.	% (Percent)	0.97	
3.	Total Roadway Miles	1,165.80	
4.	% (Percent)	1.30	
5.	Interstate Miles	16.25	
6.	% (Percent)	1.39	
7.	Federal Aid Primary	62.32	
8.	% (Percent)	5.35	
9.	Federal Aid Secondary	239.26	
10.	% (Percent)	20.52	
11.	Non Federal Aid	847.97	
12.	% (Percent)	72.74	
13.	Area (Sq. Miles)	597	
14.	% (Percent)	1.03	
15.	Population/square mi.	79.56	
16.	Roadway/square mi.	1.95	
17.	Population/roadway mi.	40.74	
18.	Million Vehicle Miles Traveled	273.070	
19.	% (Percent)	0.90	
20.	MVMT/Roadway mi.	0.234	
21.	Accidents	984	381
22.	% (Percent)	0.78	
23.	Injuries	395	

	Factor	Total	Responsibility*
24.	% (Percent)	1.12	
25.	Fatalities	27	
26.	% (Percent)	1.75	
27.	Fatalities/MVMT	0.099	
28.	Injuries/MVMT	1.447	
29.	Accidents/MVMT	3.603	
30.	Accidents/Fatalities	36.444	
31.	Accidents/Injury	2.491	
32.	Local Law Enforcement Officers	87	
33.	% (Percent)	0.95	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	545.98	
36.	Part I Crimes Index	1,139	
37.	% (Percent)	0.60	
38.	Crime Rate (100,000)	2,397.89	
39.	Arrest Moving Hazardous - GSP		1,222
40.	Arrest Other - GSP		362
41.	Warnings Moving Hazardous - GSP		1,594
42.	Warnings Other - GSP		1,077
43.	Patrol Miles - GSP		187,277
44.	Other Miles - GSP		33,429
45.	Motor Vehicle Registration	35,624	
46.	Patrol Hours		10,598

* Where Applicable



POST 30

TROOP E

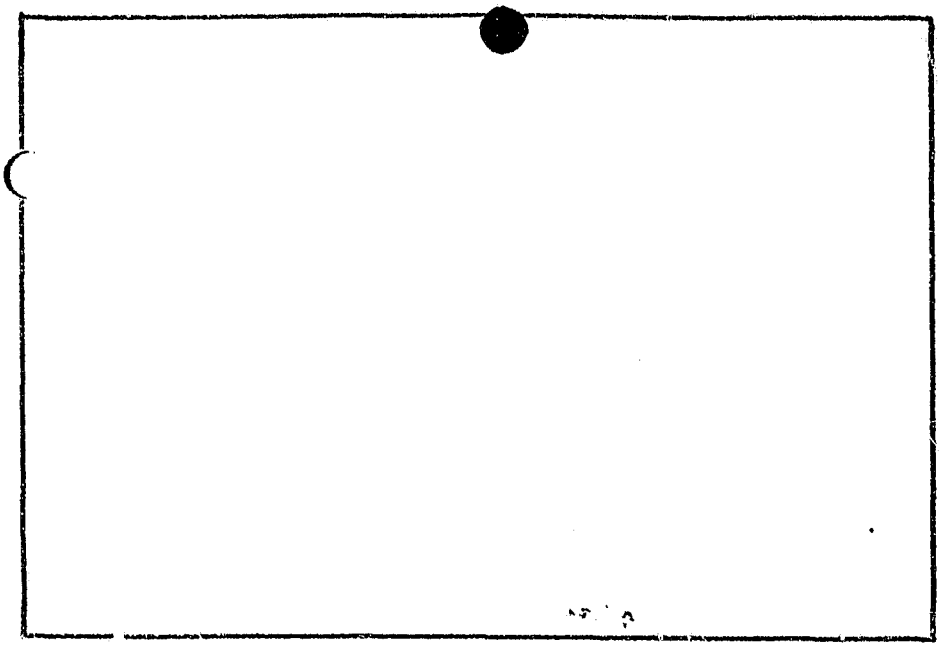
COUNTIES IN TERRITORY:

Crisp
Dooly
Turner
Wilcox

	Factor	Total	Responsibility*
1.	Population	45,900	
2.	% (Percent)	0.94	
3.	Total Roadway Miles	2,524.82	
4.	% (Percent)	2.81	
5.	Interstate Miles	50.99	
6.	% (Percent)	2.02	
7.	Federal Aid Primary	165.40	
8.	% (Percent)	6.55	
9.	Federal Aid Secondary	456.58	
10.	% (Percent)	18.08	
11.	Non Federal Aid	1,781.55	
12.	% (Percent)	70.56	
13.	Area (Sq. Miles)	1,361	
14.	% (Percent)	2.34	
15.	Population/square mi.	33.73	
16.	Roadway/square mi.	1.85	
17.	Population/roadway mi.	18.18	
18.	Million Vehicle Miles Traveled	661.500	
19.	% (Percent)	2.19	
20.	MVMT/Roadway mi.	0.262	
21.	Accidents	914	526
22.	% (Percent)	0.72	
23.	Injuries	374	

	Factor	Total	Responsibility*
24.	% (Percent)	1.06	
25.	Fatalities	21	
26.	% (Percent)	1.36	
27.	Fatalities/MVMT	0.032	
28.	Injuries/MVMT	0.565	
29.	Accidents/MVMT	1.382	
30.	Accidents/Fatalities	43.524	
31.	Accidents/Injury	2.444	
32.	Local Law Enforcement Officers	78	
33.	% (Percent)	0.86	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	588.46	
36.	Part I Crimes Index	897	
37.	% (Percent)	0.47	
38.	Crime Rate (100,000)	1,954.25	
39.	Arrest Moving Hazardous - GSP		2,555
40.	Arrest Other - GSP		431
41.	Warnings Moving Hazardous - GSP		1,599
42.	Warnings Other - GSP		72
43.	Patrol Miles - GSP		259,013
44.	Other Miles - GSP		32,025
45.	Motor Vehicle Registration	30,769	
46.	Patrol Hours		11,996

* Where Applicable



POST 31

TROOP E

COUNTIES IN TERRITORY:

Brooks
Echols
Lanier
Lowndes

	Factor	Total	Responsibility*
1.	Population	83,700	
2.	% (Percent)	1.71	
3.	Total Roadway Miles	2,303.66	
4.	% (Percent)	2.56	
5.	Interstate Miles	31.40	
6.	% (Percent)	1.36	
7.	Federal Aid Primary	270.11	
8.	% (Percent)	11.73	
9.	Federal Aid Secondary	110.63	
10.	% (Percent)	17.83	
11.	Non Federal Aid	1,591.52	
12.	% (Percent)	69.09	
13.	Area (Sq. Miles)	1,600	
14.	% (Percent)	2.76	
15.	Population/square mi.	52.31	
16.	Roadway/square mi.	1.44	
17.	Population/roadway mi.	36.33	
18.	Million Vehicle Miles Traveled	652.241	
19.	% (Percent)	2.16	
20.	MVMT/Roadway mi.	0.283	
21.	Accidents	1,994	748
22.	% (Percent)	1.57	
23.	Injuries	601	

	Factor	Total	Responsibility*
24.	% (Percent)	1.71	
25.	Fatalities	37	
26.	% (Percent)	2.40	
27.	Fatalities/MVMT	0.057	
28.	Injuries/MVMT	0.921	
29.	Accidents/MVMT	3.057	
30.	Accidents/Fatalities	53.892	
31.	Accidents/Injury	3.318	
32.	Local Law Enforcement Officers	170	
33.	% (Percent)	1.87	
34.	Trooper Force	9	
35.	Population/Enforcement Officers	492.35	
36.	Part I Crimes Index	2,859	
37.	% (Percent)	1.59	
38.	Crime Rate (100,000)	3,415.77	
39.	Arrest Moving Hazardous - GSP		4,119
40.	Arrest Other - GSP		551
41.	Warnings Moving Hazardous - GSP		4,428
42.	Warnings Other - GSP		388
43.	Patrol Miles - GSP		339,528
44.	Other Miles - GSP		47,880
45.	Motor Vehicle Registration	53,819	
46.	Patrol Hours		15,369

* Where Applicable

POST 32

TROOP B

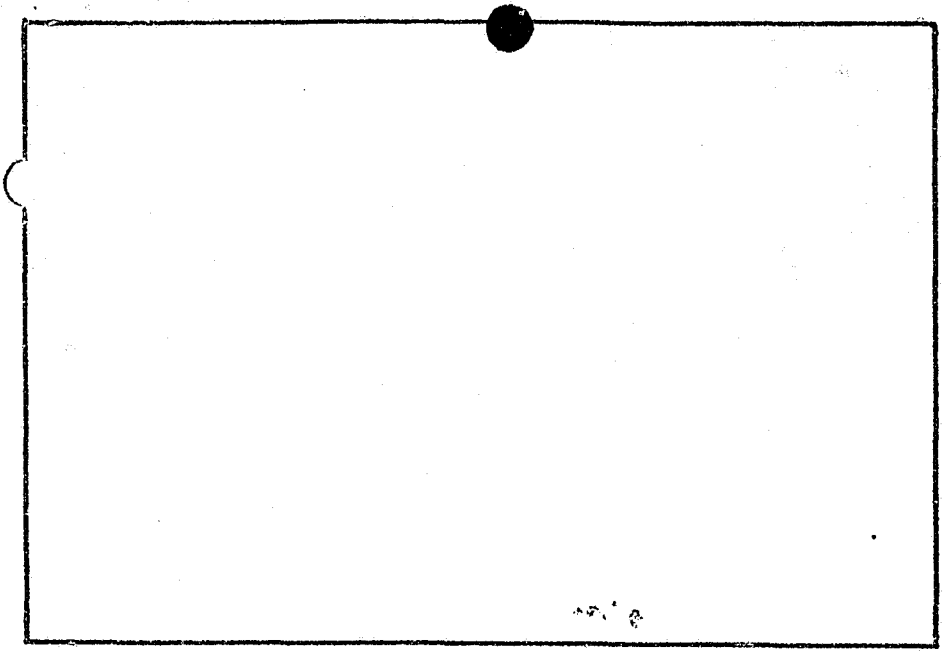
COUNTIES IN TERRITORY:

Clarke
Jackson
Madison
Oconee

	Factor	Total	Responsibility*
1.	Population	120,400	
2.	% (Percent)	2.47	
3.	Total Roadway Miles	2,015.08	
4.	% (Percent)	2.24	
5.	Interstate Miles	21.71	
6.	% (Percent)	1.08	
7.	Federal Aid Primary	175.90	
8.	% (Percent)	8.73	
9.	Federal Aid Secondary	403.62	
10.	% (Percent)	20.03	
11.	Non Federal Aid	1,413.85	
12.	% (Percent)	70.16	
13.	Area (Sq. Miles)	929	
14.	% (Percent)	1.60	
15.	Population/square mi.	129.60	
16.	Roadway/square mi.	3.17	
17.	Population/roadway mi.	59.75	
18.	Million Vehicle Miles Traveled	764.672	
19.	% (Percent)	2.53	
20.	MVMT/Roadway mi.	0.379	
21.	Accidents	3,452	619
22.	% (Percent)	2.72	
23.	Injuries	868	

	Factor	Total	Responsibility*
24.	% (Percent)	2.47	
25.	Fatalities	38	
26.	% (Percent)	2.46	
27.	Fatalities/MVMT	0.050	
28.	Injuries/MVMT	1.135	
29.	Accidents/MVMT	4.514	
30.	Accidents/Fatalities	90.842	
31.	Accidents/Injury	3.977	
32.	Local Law Enforcement Officers	235	
33.	% (Percent)	2.58	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	512.34	
36.	Part I Crimes Index	4,869	
37.	% (Percent)	2.55	
38.	Crime Rate (100,000)	4,044.02	
39.	Arrest Moving Hazardous - GSP		2,905
40.	Arrest Other - GSP		1,031
41.	Warnings Moving Hazardous - GSP		1,734
42.	Warnings Other - GSP		272
43.	Patrol Miles - GSP		358,664
44.	Other Miles - GSP		38,586
45.	Motor Vehicle Registration	77,665	
46.	Patrol Hours		15,413

* Where Applicable



POST 33

TROOP D

COUNTIES IN TERRITORY:

Baldwin
Hancock
Jones
Putnam

	Factor	Total	Responsibility*
1.	Population	66,100	
2.	% (Percent)	1.35	
3.	Total Roadway Miles	1,891.60	
4.	% (Percent)	2.10	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	250.46	
8.	% (Percent)	13.24	
9.	Federal Aid Secondary	414.60	
10.	% (Percent)	21.92	
11.	Non Federal Aid	1,226.54	
12.	% (Percent)	64.84	
13.	Area (Sq. Miles)	1,474	
14.	% (Percent)	2.54	
15.	Population/square mi.	44.84	
16.	Roadway/square mi.	1.28	
17.	Population/roadway mi.	34.94	
18.	Million Vehicle Miles Traveled	347.279	
19.	% (Percent)	1.15	
20.	MVMT/Roadway mi.	0.184	
21.	Accidents	609	399
22.	% (Percent)	0.48	
23.	Injuries	313	

	Factor	Total	Responsibility*
24.	% (Percent)	0.89	
25.	Fatalities	21	
26.	% (Percent)	1.36	
27.	Fatalities/MVMT	0.060	
28.	Injuries/MVMT	0.901	
29.	Accidents/MVMT	1.754	
30.	Accidents/Fatalities	29.000	
31.	Accidents/Injury	1.946	
32.	Local Law Enforcement Officers	.94	
33.	% (Percent)	1.03	
34.	Trooper Force	15	
35.	Population/Enforcement Officers	703.19	
36.	Part I Crimes Index	1,807	
37.	% (Percent)	0.95	
38.	Crime Rate (100,000)	2,733.74	
39.	Arrest Moving Hazardous - GSP		6,554
40.	Arrest Other - GSP		1,782
41.	Warnings Moving Hazardous - GSP		3,611
42.	Warnings Other - GSP		323
43.	Patrol Miles - GSP		342,788
44.	Other Miles - GSP		8,168
45.	Motor Vehicle Registration	39,132	
46.	Patrol Hours		17,432

* Where Applicable

POST 34

TROOP C

COUNTIES IN TERRITORY:

Marion
Meriwether
Talbot

	Factor	Total	Responsibility*
1.	Population	32,800	
2.	% (Percent)	0.67	
3.	Total Roadway Miles	1,678.33	
4.	% (Percent)	1.87	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	154.57	
8.	% (Percent)	9.21	
9.	Federal Aid Secondary	437.44	
10.	% (Percent)	26.06	
11.	Non Federal Aid	1,086.32	
12.	% (Percent)	64.73	
13.	Area (Sq. Miles)	1,253	
14.	% (Percent)	2.16	
15.	Population/square mi.	26.18	
16.	Roadway/square mi.	1.34	
17.	Population/roadway mi.	19.54	
18.	Million Vehicle Miles Traveled	234.288	
19.	% (Percent)	0.78	
20.	MVMT/Roadway mi.	0.140	
21.	Accidents	442	426
22.	% (Percent)	0.35	
23.	Injuries	183	

	Factor	Total	Responsibility*
24.	% (Percent)	0.52	
25.	Fatalities	18	
26.	% (Percent)	1.17	
27.	Fatalities/MVMT	0.077	
28.	Injuries/MVMT	0.781	
29.	Accidents/MVMT	1.887	
30.	Accidents/Fatalities	24.556	
31.	Accidents/Injury	2.415	
32.	Local Law Enforcement Officers	68	
33.	% (Percent)	0.75	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	482.35	
36.	Part I Crimes Index	598	
37.	% (Percent)	0.31	
38.	Crime Rate (100,000)	1,823.17	
39.	Arrest Moving Hazardous - GSP		3,765
40.	Arrest Other - GSP		1,101
41.	Warnings Moving Hazardous - GSP		2,239
42.	Warnings Other - GSP		430
43.	Patrol Miles - GSP		315,617
44.	Other Miles - GSP		8,254
45.	Motor Vehicle Registration	20,383	
46.	Patrol Hours		16,087

* Where Applicable

POST 36

TROOP F

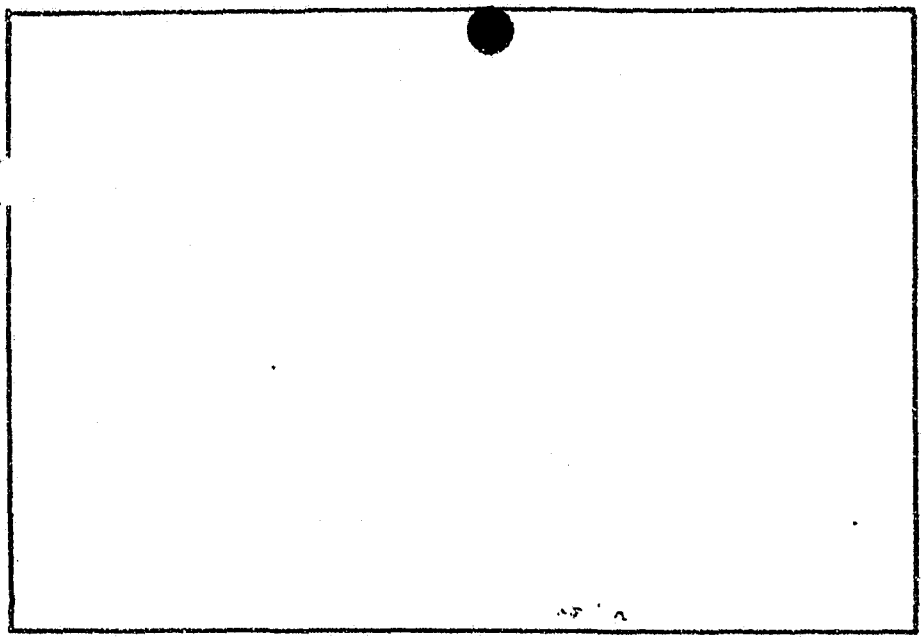
COUNTIES IN TERRITORY:

Atkinson
Ben Hill
Coffee
Irwin

	Factor	Total	Responsibility*
1.	Population	53,000	
2.	% (Percent)	1.09	
3.	Total Roadway Miles	2,443.67	
4.	% (Percent)	2.72	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	198.73	
8.	% (Percent)	8.13	
9.	Federal Aid Secondary	490.07	
10.	% (Percent)	20.05	
11.	Non Federal Aid	1,754.87	
12.	% (Percent)	71.81	
13.	Area (Sq. Miles)	1,557	
14.	% (Percent)	2.68	
15.	Population/square mi.	34.04	
16.	Roadway/square mi.	1.57	
17.	Population/roadway mi.	21.69	
18.	Million Vehicle Miles Traveled	260.903	
19.	% (Percent)	0.86	
20.	MVMT/Roadway mi.	0.107	
21.	Accidents	1,050	374
22.	% (Percent)	0.83	
23.	Injuries	439	

	Factor	Total	Responsibility*
24.	% (Percent)	1.25	
25.	Fatalities	21	
26.	% (Percent)	1.36	
27.	Fatalities/MVMT	0.080	
28.	Injuries/MVMT	1.683	
29.	Accidents/MVMT	4.024	
30.	Accidents/Fatalities	50.000	
31.	Accidents/Injury	2.392	
32.	Local Law Enforcement Officers	144	
33.	% (Percent)	1.58	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	368.06	
36.	Part I Crimes Index	1,274	
37.	% (Percent)	0.67	
38.	Crime Rate (100,000)	2,403.77	
39.	Arrest Moving Hazardous - GSP		1,697
40.	Arrest Other - GSP		451
41.	Warnings Moving Hazardous - GSP		2,178
42.	Warnings Other - GSP		198
43.	Patrol Miles - GSP		265,140
44.	Other Miles - GSP		51,878
45.	Motor Vehicle Registration	36,757	
46.	Patrol Hours		12,548

* Where Applicable



POST 37

TROOP B

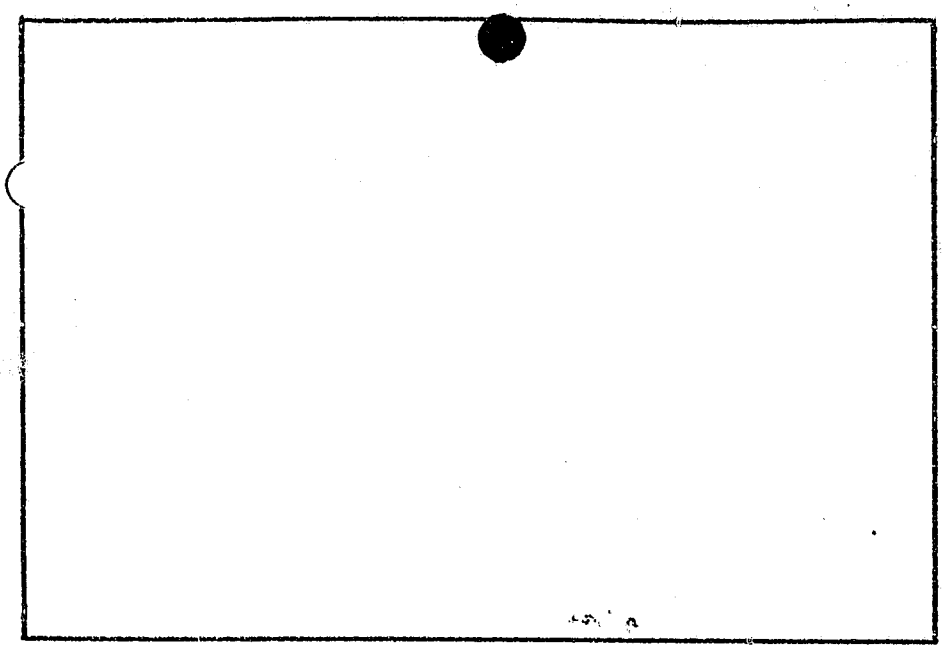
COUNTIES IN TERRITORY:

Barrow
Gwinnett
Rockdale

	Factor	Total	Responsibility*
1.	Population	144,900	
2.	% (Percent)	2.97	
3.	Total Roadway Miles	1,913.92	
4.	% (Percent)	2.13	
5.	Interstate Miles	38.83	
6.	% (Percent)	2.03	
7.	Federal Aid Primary	146.48	
8.	% (Percent)	7.65	
9.	Federal Aid Secondary	340.47	
10.	% (Percent)	17.79	
11.	Non Federal Aid	1,388.14	
12.	% (Percent)	72.53	
13.	Area (Sq. Miles)	736	
14.	% (Percent)	1.27	
15.	Population/square mi.	196.87	
16.	Roadway/square mi.	2.60	
17.	Population/roadway mi.	75.71	
18.	Million Vehicle Miles Traveled	912.244	
19.	% (Percent)	3.02	
20.	MVMT/Roadway mi.	0.477	
21.	Accidents	2,738	239
22.	% (Percent)	2.16	
23.	Injuries	941	

	Factor	Total	Responsibility*
24.	% (Percent)	2.67	
25.	Fatalities	36	
26.	% (Percent)	2.33	
27.	Fatalities/MVMT	0.039	
28.	Injuries/MVMT	1.031	
29.	Accidents/MVMT	3.00	
30.	Accidents/Fatalities	76.056	
31.	Accidents/Injury	2.910	
32.	Local Law Enforcement Officers	255	
33.	% (Percent)	2.80	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	568.24	
36.	Part I Crimes Index	4,668	
37.	% (Percent)	2.44	
38.	Crime Rate (100,000)	3,221.53	
39.	Arrest Moving Hazardous - GSP		3,711
40.	Arrest Other - GSP		1,165
41.	Warnings Moving Hazardous - GSP		2,154
42.	Warnings Other - GSP		277
43.	Patrol Miles - GSP		285,900
44.	Other Miles - GSP		35,168
45.	Motor Vehicle Registration	128,835	
46.	Patrol Hours		13,929

* Where Applicable



POST 38

TROOP A

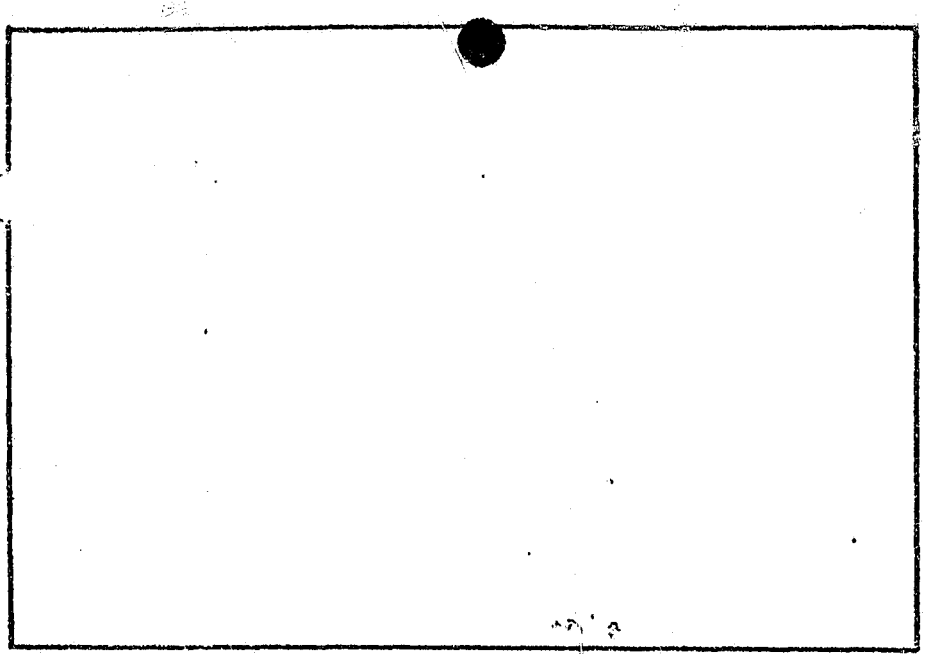
COUNTIES IN TERRITORY:

Chattooga
Floyd

	Factor	Total	Responsibility*
1.	Population	97,900	
2.	% (Percent)	2.00	
3.	Total Roadway Miles	1,297.64	
4.	% (Percent)	1.44	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	125.65	
8.	% (Percent)	9.68	
9.	Federal Aid Secondary	332.74	
10.	% (Percent)	25.64	
11.	Non Federal Aid	839.25	
12.	% (Percent)	64.68	
13.	Area (Sq. Miles)	831	
14.	% (Percent)	1.43	
15.	Population/square mi.	117.81	
16.	Roadway/square mi.	1.56	
17.	Population/roadway mi.	75.44	
18.	Million Vehicle Miles Traveled	484.786	
19.	% (Percent)	1.60	
20.	MVMT/Roadway mi.	0.374	
21.	Accidents	2,817	284
22.	% (Percent)	2.22	
23.	Injuries	755	

	Factor	Total	Responsibility*
24.	% (Percent)	2.15	
25.	Fatalities	32	
26.	% (Percent)	2.07	
27.	Fatalities/MVMT	0.066	
28.	Injuries/MVMT	1.557	
29.	Accidents/MVMT	5.811	
30.	Accidents/Fatalities	88.031	
31.	Accidents/Injury	3.731	
32.	Local Law Enforcement Officers	163	
33.	% (Percent)	1.79	
34.	Trooper Force	12	
35.	Population/Enforcement Officers	600.61	
36.	Part I Crimes Index	2,395	
37.	% (Percent)	1.25	
38.	Crime Rate (100,000)	2,446.37	
39.	Arrest Moving Hazardous - GSP		1,642
40.	Arrest Other - GSP		1,699
41.	Warnings Moving Hazardous - GSP		4,466
42.	Warnings Other - GSP		221
43.	Patrol Miles - GSP		256,032
44.	Other Miles - GSP		21,249
45.	Motor Vehicle Registration	70,922	
46.	Patrol Hours		13,461

* Where Applicable



POST 39

TROOP E

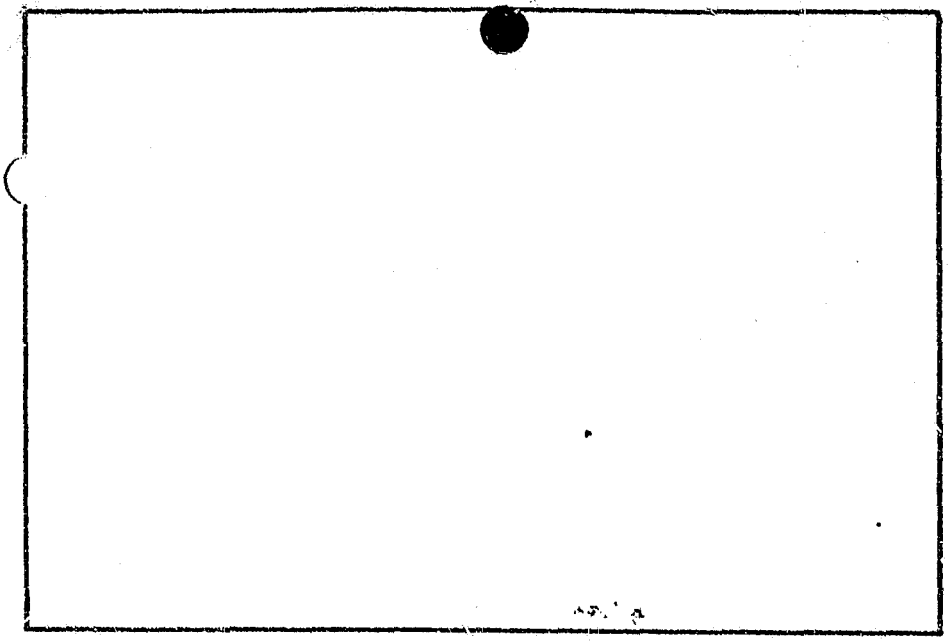
COUNTIES IN TERRITORY:

Calhoun
Chattahoochee
Clay
Quitman
Randolph
Stewart

	Factor	Total	Responsibility*
1.	Population	42,200	
2.	% (Percent)	0.86	
3.	Total Roadway Miles	1,736.99	
4.	% (Percent)	1.93	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	226.49	
8.	% (Percent)	13.04	
9.	Federal Aid Secondary	457.06	
10.	% (Percent)	26.31	
11.	Non Federal Aid	1,053.44	
12.	% (Percent)	60.65	
13.	Area (Sq. Miles)	1,786	
14.	% (Percent)	3.08	
15.	Population/square mi.	23.63	
16.	Roadway/square mi.	0.97	
17.	Population/roadway mi.	24.29	
18.	Million Vehicle Miles Traveled	211.932	
19.	% (Percent)	0.70	
20.	MVMT/Roadway mi.	0.122	
21.	Accidents	381	293
22.	% (Percent)	0.30	
23.	Injuries	172	

	Factor	Total	Responsibility*
24.	% (Percent)	0.49	
25.	Fatalities	16	
26.	% (Percent)	1.04	
27.	Fatalities/MVMT	0.075	
28.	Injuries/MVMT	0.812	
29.	Accidents/MVMT	1.798	
30.	Accidents/Fatalities	23.813	
31.	Accidents/Injury	2.215	
32.	Local Law Enforcement Officers	49	
33.	% (Percent)	0.54	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	861.22	
36.	Part I Crimes Index	822	
37.	% (Percent)	0.43	
38.	Crime Rate (100,000)	1,947.87	
39.	Arrest Moving Hazardous - GSP		1,616
40.	Arrest Other - GSP		788
41.	Warnings Moving Hazardous - GSP		2,315
42.	Warnings Other - GSP		311
43.	Patrol Miles - GSP		267,677
44.	Other Miles - GSP		9,359
45.	Motor Vehicle Registration	17,023	
46.	Patrol Hours		14,595

* Where Applicable



POST 40

TROOP E

COUNTIES IN TERRITORY:

Baker
Dougherty
Worth

	Factor	Total	Responsibility*
1.	Population	117,300	
2.	% (Percent)	2.40	
3.	Total Roadway Miles	1,748.34	
4.	% (Percent)	1.94	
5.	Interstate Miles	0.00	
6.	% (Percent)	0.00	
7.	Federal Aid Primary	148.30	
8.	% (Percent)	8.48	
9.	Federal Aid Secondary	449.11	
10.	% (Percent)	25.69	
11.	Non Federal Aid	1,150.93	
12.	% (Percent)	65.83	
13.	Area (Sq. Miles)	1,258	
14.	% (Percent)	2.17	
15.	Population/square mi.	93.24	
16.	Roadway/square mi.	1.39	
17.	Population/roadway mi.	67.09	
18.	Million Vehicle Miles Traveled	566.609	
19.	% (Percent)	1.88	
20.	MVMT/Roadway mi.	0.324	
21.	Accidents	3,683	303
22.	% (Percent)	2.90	
23.	Injuries	606	

	Factor	Total	Responsibility*
24.	% (Percent)	1.72	
25.	Fatalities	25	
26.	% (Percent)	1.62	
27.	Fatalities/MVMT	0.044	
28.	Injuries/MVMT	1.070	
29.	Accidents/MVMT	6.500	
30.	Accidents/Fatalities	147.32	
31.	Accidents/Injury	6.078	
32.	Local Law Enforcement Officers	274	
33.	% (Percent)	3.01	
34.	Trooper Force	10	
35.	Population/Enforcement Officers	428.10	
36.	Part I Crimes Index	4,807	
37.	% (Percent)	2.52	
38.	Crime Rate (100,000)	4,098.04	
39.	Arrest Moving Hazardous - GSP		1,855
40.	Arrest Other - GSP		530
41.	Warnings Moving Hazardous - GSP		2,243
42.	Warnings Other - GSP		470
43.	Patrol Miles - GSP		271,253
44.	Other Miles - GSP		32,219
45.	Motor Vehicle Registration	72,031	
46.	Patrol Hours		13,307

* Where Applicable

POST 41

TROOP A

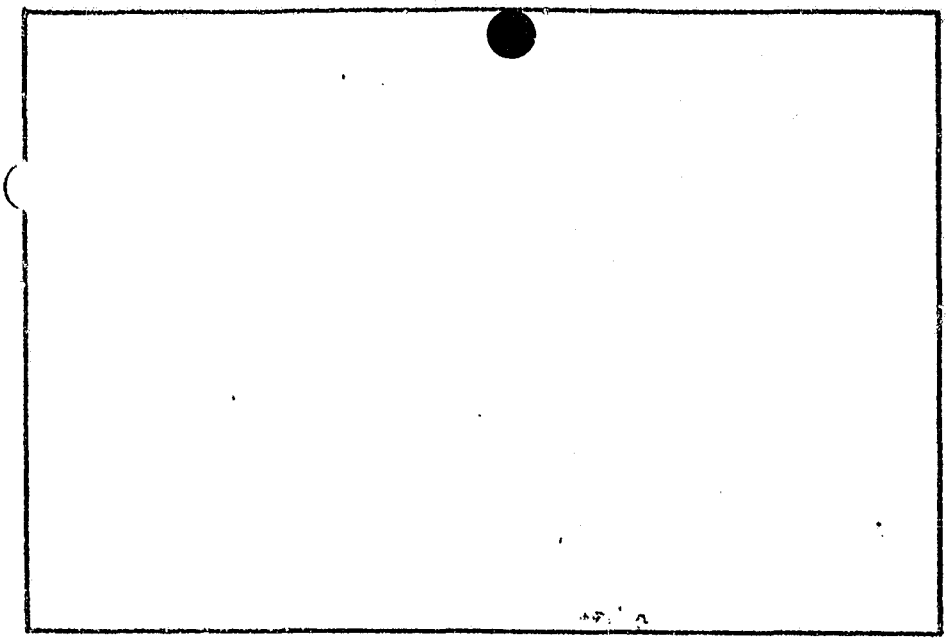
COUNTIES IN TERRITORY:

Catoosa (½)
Dade
Walker

	Factor	Total	Responsibility*
1.	Population	79,150	
2.	% (Percent)	1.62	
3.	Total Roadway Miles	1,237.52	1,230.82
4.	% (Percent)	1.38	1.38
5.	Interstate Miles	30.70	24.00
6.	% (Percent)	2.48	1.95
7.	Federal Aid Primary	84.09	84.09
8.	% (Percent)	6.80	6.83
9.	Federal Aid Secondary	330.44	330.44
10.	% (Percent)	26.70	26.85
11.	Non Federal Aid	792.29	792.29
12.	% (Percent)	64.02	64.37
13.	Area (Sq. Miles)	696	
14.	% (Percent)	1.20	
15.	Population/square mi.	113.72	
16.	Roadway/square mi.	1.78	
17.	Population/roadway mi.	63.96	
18.	Million Vehicle Miles Traveled	475.806	
19.	% (Percent)	1.58	
20.	MVMT/Roadway mi.	0.384	
21.	Accidents	1,346	1,000
22.	% (Percent)	1.06	
23.	Injuries	592	

	Factor	Total	Responsibility*
24.	% (Percent)	1.68	
25.	Fatalities	24	
26.	% (Percent)	1.55	
27.	Fatalities/MVMT	0.050	
28.	Injuries/MVMT	1.244	
29.	Accidents/MVMT	2.829	
30.	Accidents/Fatalities	56.083	
31.	Accidents/Injury	2.274	
32.	Local Law Enforcement Officers	74	
33.	% (Percent)	0.81	
34.	Trooper Force	14	
35.	Population/Enforcement Officers	1,069.59	
36.	Part I Crimes Index	2,533	
37.	% (Percent)	1.33	
38.	Crime Rate (100,000)	3,200.25	
39.	Arrest Moving Hazardous - GSP		2,907
40.	Arrest Other - GSP		1,884
41.	Warnings Moving Hazardous - GSP		4,291
42.	Warnings Other - GSP		595
43.	Patrol Miles - GSP		270,459
44.	Other Miles - GSP		18,309
45.	Motor Vehicle Registration	61,083	
46.	Patrol Hours		14,810

* Where Applicable



POST 42

TROOP F

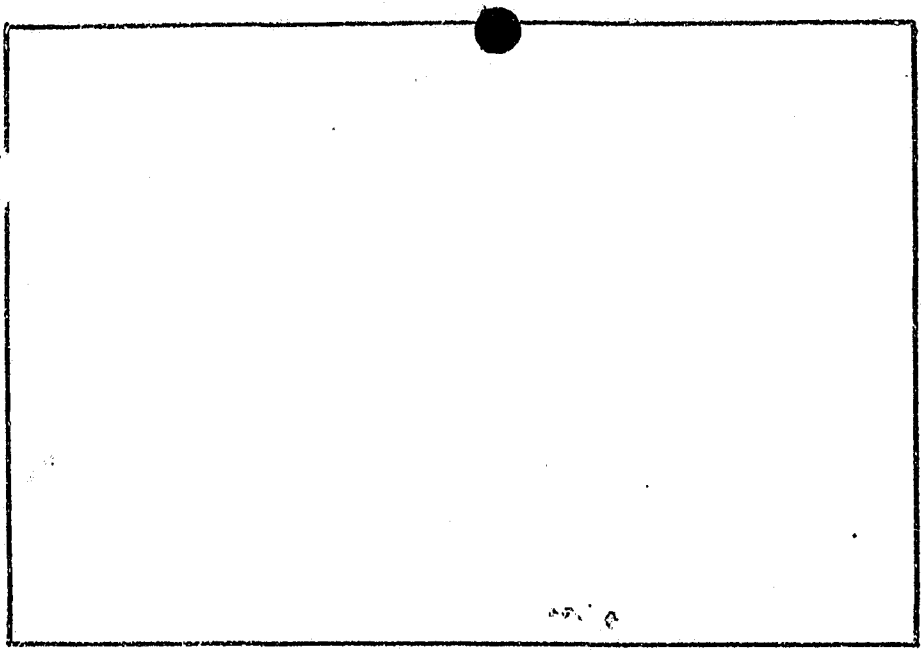
COUNTIES IN TERRITORY:

Bryan
Chatham
Effingham

	Factor	Total	Responsibility*
1.	Population	206,800	
2.	% (Percent)	4.23	
3.	Total Roadway Miles	1,438.45	
4.	% (Percent)	1.60	
5.	Interstate Miles	60.51	
6.	% (Percent)	4.21	
7.	Federal Aid Primary	157.17	
8.	% (Percent)	10.93	
9.	Federal Aid Secondary	271.66	
10.	% (Percent)	18.89	
11.	Non Federal Aid	949.11	
12.	% (Percent)	65.98	
13.	Area (Sq. Miles)	1,368	
14.	% (Percent)	2.36	
15.	Population/square mi.	151.17	
16.	Roadway/square mi.	1.04	
17.	Population/roadway mi.	143.77	
18.	Million Vehicle Miles Traveled	1,157.500	
19.	% (Percent)	3.83	
20.	MVMT/Roadway mi.	0.805	
21.	Accidents	8,524	119
22.	% (Percent)	6.72	
23.	Injuries	1,431	

	Factor	Total	Responsibility*
24.	% (Percent)	4.07	
25.	Fatalities	41	
26.	% (Percent)	2.65	
27.	Fatalities/MVMT	0.035	
28.	Injuries/MVMT	1.236	
29.	Accidents/MVMT	7.364	
30.	Accidents/Fatalities	207.902	
31.	Accidents/Injury	5.957	
32.	Local Law Enforcement Officers	482	
33.	% (Percent)	5.29	
34.	Trooper Force	9	
35.	Population/Enforcement Officers	429.05	
36.	Part I Crimes Index	11,744	
37.	% (Percent)	6.15	
38.	Crime Rate (100,000)	5,678.92	
39.	Arrest Moving Hazardous - GSP		5,148
40.	Arrest Other - GSP		558
41.	Warnings Moving Hazardous - GSP		3,183
42.	Warnings Other - GSP		266
43.	Patrol Miles - GSP		232,079
44.	Other Miles - GSP		17,625
45.	Motor Vehicle Registration	132,168	
46.	Patrol Hours		10,221

* Where Applicable



POST 43

TROOP A

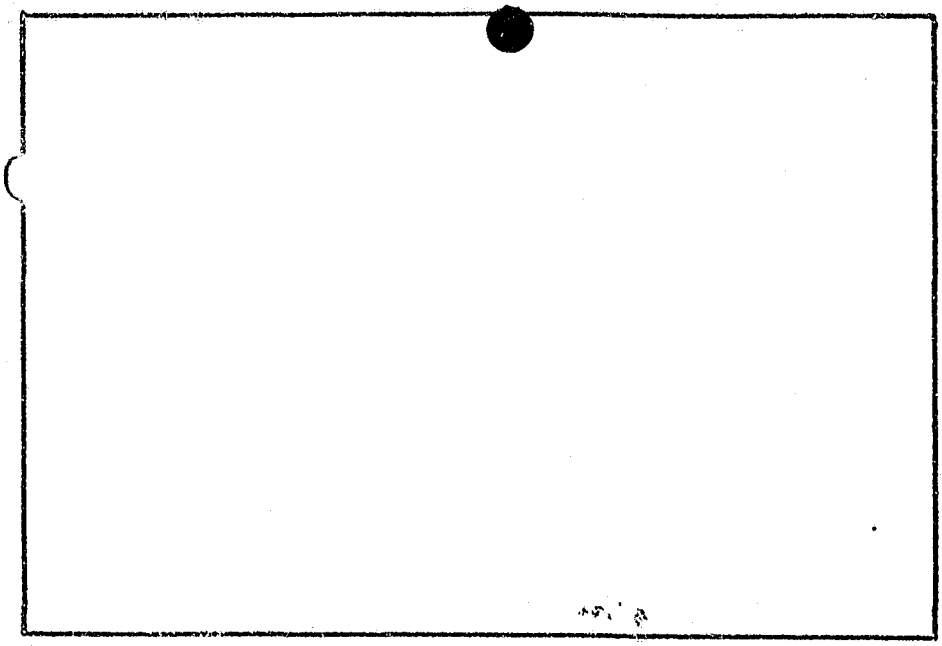
COUNTIES IN TERRITORY:

Gordon

	Factor	Total	Responsibility*
1.	Population	24,800	
2.	% (Percent)	0.51	
3.	Total Roadway Miles	660.15	692.13
4.	% (Percent)	0.73	0.78
5.	Interstate Miles	15.64	47.62
6.	% (Percent)	2.37	6.88
7.	Federal Aid Primary	58.02	58.02
8.	% (Percent)	8.79	8.38
9.	Federal Aid Secondary	131.52	131.52
10.	% (Percent)	19.93	19.00
11.	Non Federal Aid	454.97	454.97
12.	% (Percent)	68.92	65.74
13.	Area (Sq. Miles)	358	
14.	% (Percent)	0.62	
15.	Population/square mi.	69.27	
16.	Roadway/square mi.	1.84	
17.	Population/roadway mi.	37.57	
18.	Million Vehicle Miles Traveled	303.866	
19.	% (Percent)	1.01	
20.	MVMT/Roadway mi.	0.460	
21.	Accidents	774	379
22.	% (Percent)	0.61	
23.	Injuries	225	

	Factor	Total	Responsibility*
24.	% (Percent)	0.64	
25.	Fatalities	14	
26.	% (Percent)	0.91	
27.	Fatalities/MVMT	0.046	
28.	Injuries/MVMT	0.740	
29.	Accidents/MVMT	2.547	
30.	Accidents/Fatalities	55.286	
31.	Accidents/Injury	3.440	
32.	Local Law Enforcement Officers	27	
33.	% (Percent)	0.30	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	918.52	
36.	Part I Crimes Index	483	
37.	% (Percent)	0.25	
38.	Crime Rate (100,000)	1,947.58	
39.	Arrest Moving Hazardous - GSP		4,114
40.	Arrest Other - GSP		357
41.	Warnings Moving Hazardous - GSP		7,090
42.	Warnings Other - GSP		1,215
43.	Patrol Miles - GSP		269,511
44.	Other Miles - GSP		9,893
45.	Motor Vehicle Registration	20,890	
46.	Patrol Hours		13,838

* Where Applicable



POST 44

TROOP C

COUNTIES IN TERRITORY:

Lamar
Monroe

	Factor	Total	Responsibility*
1.	Population	22,700	
2.	% (Percent)	0.46	
3.	Total Roadway Miles	935.20	
4.	% (Percent)	1.04	
5.	Interstate Miles	31.09	
6.	% (Percent)	3.32	
7.	Federal Aid Primary	80.62	
8.	% (Percent)	8.62	
9.	Federal Aid Secondary	253.05	
10.	% (Percent)	27.06	
11.	Non Federal Aid	570.44	
12.	% (Percent)	61.00	
13.	Area (Sq. Miles)	579	
14.	% (Percent)	1.00	
15.	Population/square mi.	39.21	
16.	Roadway/square mi.	1.62	
17.	Population/roadway mi.	24.27	
18.	Million Vehicle Miles Traveled	455.871	
19.	% (Percent)	1.51	
20.	MVMT/Roadway mi.	0.487	
21.	Accidents	391	388
22.	% (Percent)	0.31	
23.	Injuries	173	

	Factor	Total	Responsibility*
24.	% (Percent)	0.49	
25.	Fatalities	6	
26.	% (Percent)	0.39	
27.	Fatalities/MVMT	0.013	
28.	Injuries/MVMT	0.379	
29.	Accidents/MVMT	0.858	
30.	Accidents/Fatalities	65.167	
31.	Accidents/Injury	2.260	
32.	Local Law Enforcement Officers	41	
33.	% (Percent)	0.45	
34.	Trooper Force	11	
35.	Population/Enforcement Officers	553.66	
36.	Part I Crimes Index	813	
37.	% (Percent)	0.43	
38.	Crime Rate (100,000)	3,581.50	
39.	Arrest Moving Hazardous - GSP		3,266
40.	Arrest Other - GSP		423
41.	Warnings Moving Hazardous - GSP		3,084
42.	Warnings Other - GSP		115
43.	Patrol Miles - GSP		286,834
44.	Other Miles - GSP		10,414
45.	Motor Vehicle Registration	15,359	
46.	Patrol Hours		11,805

* Where Applicable

POST 45

TROOP D

COUNTIES IN TERRITORY:

Bulloch
Candler

	Factor	Total	Responsibility*
1.	Population	40,000	
2.	% (Percent)	0.82	
3.	Total Roadway Miles	1,690.39	
4.	% (Percent)	1.88	
5.	Interstate Miles	28.24	
6.	% (Percent)	1.67	
7.	Federal Aid Primary	94.31	
8.	% (Percent)	5.58	
9.	Federal Aid Secondary	304.82	
10.	% (Percent)	18.03	
11.	Non Federal Aid	1,263.02	
12.	% (Percent)	74.72	
13.	Area (Sq. Miles)	935	
14.	% (Percent)	1.61	
15.	Population/square mi.	42.78	
16.	Roadway/square mi.	1.81	
17.	Population/roadway mi.	23.66	
18.	Million Vehicle Miles Traveled	270.124	
19.	% (Percent)	0.89	
20.	MVMT/Roadway mi.	0.160	
21.	Accidents	344	346
22.	% (Percent)	0.27	
23.	Injuries	190	

	Factor	Total	Responsibility*
24.	% (Percent)	0.54	
25.	Fatalities	18	
26.	% (Percent)	1.17	
27.	Fatalities/MVMT	0.067	
28.	Injuries/MVMT	0.703	
29.	Accidents/MVMT	1.273	
30.	Accidents/Fatalities	19.111	
31.	Accidents/Injury	1.811	
32.	Local Law Enforcement Officers	51	
33.	% (Percent)	0.56	
34.	Trooper Force	9	
35.	Population/Enforcement Officers	784.31	
36.	Part I Crimes Index	697	
37.	% (Percent)	0.36	
38.	Crime Rate (100,000)	1,742.50	
39.	Arrest Moving Hazardous - GSP		2,611
40.	Arrest Other - GSP		816
41.	Warnings Moving Hazardous - GSP		2,145
42.	Warnings Other - GSP		104
43.	Patrol Miles - GSP		245,919
44.	Other Miles - GSP		7,553
45.	Motor Vehicle Registration	26,126	
46.	Patrol Hours		10,248

* Where Applicable

COMPUTATIONS & CORRELATIONS

The following correlations were derived by comparative analysis of specified data for each Post in the State. The exception of the 45 Posts was Jekyll Island (Post 35) where information concerning the majority of the factors was not available for computation. However, the amounts which are listed under Post 23 include the factors for Jekyll Island since the Island is within Glynn County and counted as such unless otherwise stated.

The formula used for the calculation of the correlation coefficient, slope and i intercept are found in Appendix A. The rationale behind these measures is found in Appendix A.

1. Population (x) on Accidents (z)
   Run 1(10/29/75)

   Correlation Coefficient (Γ) = 0.9917
   Slope m = 28.0174
   Intercept i = 39,262.7468
   n = 44

Interpretation:

The above Γ relates that 99.17 percent of the results are explained. This is to state that for an increase in population we also get an almost proportional increase in accidents.

2. Roadway Miles (y) on Accidents (z)

Run 1(10/29/75)

Correlation Coefficient (Γ) = 0.2131
Slope m = 1.9436
Intercept i = -1,091.9088
n = 44

Interpretation:

The Γ for y and x is weak in this correlation in that only 21.31% of the change is explained. This is to say that some increase is seen in accidents with an increase in total roadway miles.

3. Area - Square Mile (x) on Accidents (z)

Run 2(10/29/75)

Correlation Coefficient (Γ) = -0.1435
Slope m = -0.0133
Intercept i = 1,358.0483
n = 44

Interpretation:

This comparison yielded a very slight Γ which can be interpreted as a non-existance in relationship between the post area and number of accidents.

4. Million Vehicle Miles Traveled - MVMT (y) on Accidents (z)

Run 2(10/29/75)

Correlation Coefficient (Γ) = 0.9800
Slope m = 6.8750
Intercept i = -1,838.3519
n = 44

Interpretation:

The Γ of MVMT on accidents yielded a coefficient which explains 98% of the change. This is to say that an increase in MVMT yields a near proportional increase in accidents.

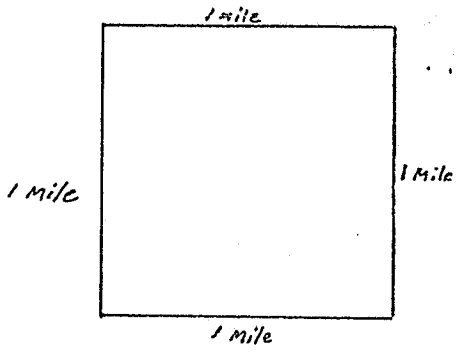
5. Accidents (x) on Registered Vehicles (y)
Run 1(11/18/75)

Correlation Coefficient (Γ) = 0.9881
Slope m = 19.0569
Intercept i = 22,761.7931
n = 44

Interpretation:

The above Γ relates that 98.81 percent of the results are explained. Thus an increase in registered vehicles produces a near proportional increase in accidents.

6. Area within Square Mile: A square mile is considered as a cubical (square) with each of the four sides being a length of one (1) mile as shown:

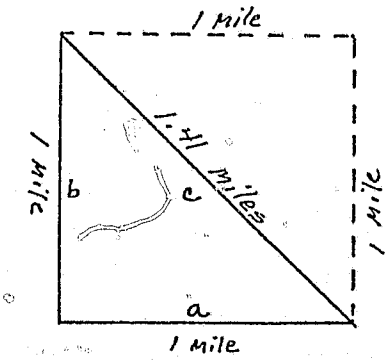


The use of the equation, $c^2 = a^2 + b^2$, gives the diagonal distance from one corner to the other,

thus where,

a = 1 mile and b = 1 mile, then c = 1.41 miles

as shown:



7. Response Time per Square Mile: Based on a speed of 40 MPH it is anticipated that a Trooper can travel through one square mile in approximately 2.11 minutes,

where,

$$\text{Miles} \div \left(\frac{\text{MPH}}{\text{60 Minutes}}\right) = \text{time, in minutes required to travel stated distance in miles.}$$

$$1.41 \text{ miles} \div \frac{\text{40 MPH}}{\text{60 Minutes}} = \frac{141}{.66 \text{ MPM}} = 2.11 \text{ minutes to travel } 1.41 \text{ miles.}$$

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D

Allocation of Needs

Establishment of statewide needs is but one facet of the process. We realize that there is a statewide need and we also realize that there are needs above and beyond these, as previously stated.

The base need is the accumulated sum of the base need for each post, and the total need is the accumulated sum of the base need and the additional need for each post territory.

The establishment of the base need was provided by the computation of response time in relation to area and roadway miles. This computation must also enter into the allocation of needs on a post by post basis. However, there are other factors which must also be considered.

Certain activities are more critical in some posts than in others, i.e., some posts work the majority of the accidents which occur and others have very

EXHIBIT II-D1

ALLOCATION OF NEED BY RESPONSE TIME, BY POST AND BY TROOP

Post	30 Minutes			25 Minutes			20 Minutes			15 Minutes			10 Minutes		
	Base	Addit.	Total	Base	Addit.	Total	Base	Addit.	Total	Base	Addit.	Total	Base	Addit.	Total
1	11	--	11	13	--	13	17	--	17	22	--	22	34	--	34
2	10	5	15	12	5	17	15	5	20	20	5	25	30	5	35
3	18	--	18	21	--	21	27	--	27	36	--	36	53	--	53
4	14	5	19	18	5	23	23	5	28	31	5	36	46	5	51
5	11	5	16	13	5	18	17	5	22	22	5	27	34	5	39
6	16	2	18	19	2	21	24	2	26	32	2	34	48	2	50
7	15	5	20	18	5	23	22	5	27	30	5	35	45	5	50
8	17	--	17	20	--	20	25	--	25	34	--	34	50	--	50
9	20	--	20	20	--	20	20	--	20	20	--	20	20	--	20
10	14	--	14	16	--	16	20	--	20	27	--	27	41	--	41
11	9	3	12	11	3	14	14	3	17	18	3	21	28	3	31
12	20	--	20	24	--	24	29	--	29	39	--	39	59	--	59
13	12	--	12	15	--	15	18	--	18	25	--	25	36	--	36
14	14	--	14	17	--	17	21	--	21	28	--	28	42	--	42
15	18	5	23	22	5	27	27	5	32	36	5	41	55	5	60
16	16	--	16	19	--	19	24	--	24	32	--	32	47	--	47
17	14	2	16	16	2	18	20	2	22	27	2	29	41	2	43
18	15	--	15	19	--	19	23	--	23	31	--	31	46	--	46
19	13	--	13	15	--	15	19	--	19	25	--	25	38	--	38

Post	30 Minutes Base	30 Minutes Addit.	30 Minutes Total	25 Minutes Base	25 Minutes Addit.	25 Minutes Total	20 Minutes Base	20 Minutes Addit.	20 Minutes Total	15 Minutes Base	15 Minutes Addit.	15 Minutes Total	10 Minutes Base	10 Minutes Addit.	10 Minutes Total
20	22	--	22	26	--	26	33	--	33	44	--	44	66	--	66
21	14	2	16	17	2	19	22	2	24	29	2	31	43	2	45
22	23	5	28	29	5	34	36	5	41	45	5	50	70	5	75
23	13	5	18	16	5	21	20	5	25	26	5	31	39	5	44
24	11	3	14	13	3	16	17	3	20	22	3	25	34	3	37
25	17	5	22	20	5	25	25	5	30	33	5	38	50	5	55
26	12	--	12	14	--	14	18	--	18	24	--	24	36	--	36
27	11	2	13	13	2	15	16	2	18	22	2	24	32	2	34
28	12	--	12	14	--	14	17	--	17	23	--	23	35	--	35
29	8	--	8	10	--	10	11	--	11	15	--	15	23	--	23
30	14	--	14	17	--	17	21	--	21	28	--	28	42	--	42
31	16	--	16	19	--	19	24	--	24	32	--	32	47	--	47
32	14	5	19	16	5	21	20	5	25	27	5	32	41	5	46
33	13	--	13	16	--	16	20	--	20	27	--	27	40	--	40
34	11	--	11	13	--	13	17	--	17	23	--	23	34	--	34
35	12	--	12	12	--	12	12	--	12	12	--	12	12	--	12
36	14	--	14	17	--	17	21	--	21	28	--	28	42	--	42
37	13	5	18	15	5	20	19	5	24	26	5	31	39	5	44
38	10	2	12	12	2	14	15	2	17	20	2	22	30	2	32
39	13	3	16	15	3	18	19	3	22	26	3	29	38	3	41
40	13	--	13	15	--	15	19	--	19	26	--	26	39	--	39
41	10	3	13	12	3	15	15	3	18	21	3	24	31	3	34

Post	30 Minutes Base	30 Minutes Addit.	30 Minutes Total	25 Minutes Base	25 Minutes Addit.	25 Minutes Total	20 Minutes Base	20 Minutes Addit.	20 Minutes Total	15 Minutes Base	15 Minutes Addit.	15 Minutes Total	10 Minutes Base	10 Minutes Addit.	10 Minutes Total
42	14	3	17	17	3	20	22	3	25	29	3	32	43	3	46
43	6	5	11	8	5	13	9	5	14	11	5	16	17	5	22
44	7	--	7	9	--	9	11	--	11	14	--	14	21	--	21
45	10	--	10	12	--	12	15	--	15	20	--	20	29	--	29
TOTAL	610	80	690	725	80	805	899	80	979	1,188	80	1,268	1,766	80	1,846
[redacted]	75	15	90	90	15	105	111	15	126	148	15	163	223	15	238
B	83	21	104	97	21	118	121	21	142	164	21	185	246	21	267
C	96	13	109	112	13	125	138	13	151	176	13	189	255	13	268
D	124	12	136	148	12	160	186	12	198	248	12	260	371	12	383
E	116	3	119	138	3	141	171	3	174	231	3	234	344	3	347
F	116	16	132	140	16	156	172	16	188	221	16	237	327	16	343
TOTAL	610	80	690	725	80	805	899	80	979	1,188	80	1,268	1,766	80	1,846

little requests to work accidents. This is also true in other functions which the State Patrol is involved.

It is for this reason that more than one factor must be considered. At this point the correlations are necessary since they show the strength of the relationship between different factors of the State Patrol's functions.

The formula used is as follows:

$$\frac{\% \text{ Area} + \% \text{ Roadway Miles} + \% \text{ Weight}}{3} = \% \text{ of Manpower Needed}$$

Where, the % weight = % population + % MVMT + % accidents worked + % patrol hours + % patrol miles + % registered vehicles ÷ 6 = % weight to be used toward each response factor listed in Exhibit II-C1, page 45.

The use of these eight (8) factors is based upon the dependent variables of each territory and those variables which project the performance of the post.

The two strongest variables used are the area and roadway miles since they are the base factors for the determination of state needs. The other major variable, weight, allows for the activities and factors which are provided by each post on an individual basis.

The following Exhibit shows the results of equated factors by post and troop along with the additional needs.

Note: Needs for Post 9 and 35 were not derived by this method, see page 35.

Several points must be made concerning the previous Exhibit in order to clarify areas where questions may appear.

First, the allocation by Troop Area is probably more justified than those listed by post. This is due to the inconsistancy in activities from post to post. It is therefore haphazard and unfair to try to ration, or allocate manpower from a base to individual units with only the information which was available for analysis. However, with the information which we did have, it is felt that the distribution is fair since the same criteria was used for all the posts (except Post 9 and Post 35). Plus the additional needs should provide for added duties required by the affected post.

It is therefore recommended that the majority of confidence be placed in the needs by troop rather than by post.

Second, the response time is based upon the present level of service. If one feels that additional manpower will warrant additional workload, it may be a fair analogy. However, if the workload is increased in proportion to, or near, the increase in manpower, then efficiency will not change. It would be hard to say the same for effectiveness, but to increase the solution by the same degree the problem is increased, does not necessarily produce change.

This point can not be stressed too much. As new avenues are opened for the Georgia State Patrol, new problems arise, and with them an increase in responsibility and a need for additional men, equipment and support.

Once an effective level of service can be provided for the present expectation, then we will be prepared to venture into other areas of enforcement on the post level. For, to do this now would be to spread what personnel we now have much thinner and decrease the present level of efficiency and effectiveness.

This too illustrates the need to seek methods to increase service with what we now have and to use it to the best way possible in our efforts to fulfill our goals as set forth by the people of Georgia.

C

Additional Needs

Although needs have been identified on the basis of response time in the other 43 posts, other considerations should also be used based on additional workloads in specific post territories. The following needs are based on information found in Appendix C.

Post 1

None.

Post 2

Post has West Point Reservoir which is presently an all seasonal resort with primary traffic flow in the summer months.

Additional need is for one additional Trooper in post territory to be added per shift to allow for scheduling according to area need. This would allow for two (2) additional Troopers on the first shift (8:00 A.M. to 4:00 P.M.) and one (1) on the afternoon shift.

Manpower needed in addition is thus,

3 Troopers per day X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 3

None - although the area is metropolitan.

Post 4

Territory includes West Georgia College and I-20. Also major thoroughfare to Alabama used excessively for fleeing criminals.

Additional needs of three (3) Troopers per day for traffic flow and road-block capabilities. Area also contains commuter populations increasing traffic flow.

Need = 3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 5

Due to the density in population and the high percentage of accidents worked by Post 5, an additional three (3) Troopers are needed each day.

3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers

Post 6

Need for one (1) additional Trooper for assistance during traffic flow peak periods. Flow due to Lake Lanier traffic during summer and mountain tourists during fall and winter.

Additional Troopers Required = One (1) Trooper X 1.64 (relief factor) = 1.64 (2) Additional Troopers

Post 7

Need at least one (1) additional Trooper per shift to cover the response time factor due to terrain of territory and also to enable control to be maintained during peak tourist traffic flow year-round. Also traffic to and from Lake Hartwell.

Additional Troopers Needed = 3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 8

None.

Post 9

Previously stated.

Post 10

None.

Post 11

Post territory includes a portion of the East Coast which attracts tourists and import populations.

Additional Needs = 2 Troopers X 1.64 (relief factor) = 3.28 (3) Additional Troopers.

Post 12

None.

Post 13

None.

Post 14

None.

Post 15

One (1) additional Trooper per shift to maintain control over through traffic flow and density of flow in and out of Bibb County, even though GSP support is not required in Bibb County.

3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 16

None.

Post 17

Additional personnel needed to control traffic associated with Clark Hill.

Needs = 1 Additional Trooper per day X 1.64 (relief factor)
= 1.64 (2) Additional Troopers.

Post 18

None.

Post 19

None.

Post 20

None.

Post 21

One additional Trooper per day to control heavy flow of traffic on U.S. 301.

1 Trooper X 1.64 (relief factor) = 1.64 (2) Additional Troopers.

Post 22

One additional Trooper per shift to provide added protection in area of rural criminal activities. Increase would also offset distance between boundaries.

3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 23

Post territory includes the Port City of Brunswick and also an increased traffic flow to and from Jekyll Island.

Additional 3 Troopers Needed per day to Handle Workload = 3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 24

Needs additional Troopers due to traffic flow on I-85 and thoroughfares between LaGrange and Carrollton and Newnan.

Post 24 also works 79.54 percent of the accidents which occur in Post Area.

2 Troopers Additional X 1.64 (relief factor) = 3.28 (3) Additional Troopers.

Post 25

Additional Troopers needed per shift to maintain control of high traffic volume

around Richmond County and Clark Hill.

3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 26

None.

Post 27

Need one (1) additional Trooper per day due to tourism associated with mountain tourism.

1 Trooper X 1.64 (relief factor) = 1.64 (2) Additional Troopers.

Post 28

None.

Post 29

None.

Post 30

None.

Post 31

None.

Post 32

Need additional one (1) Trooper per shift due to University of Georgia.

3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 33

None.

Post 34

None.

Post 35

Previously stated.

Post 36

None.

Post 37

One (1) additional Trooper per shift per day to control traffic flow due to metropolitan setting of area.

3 Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 38

One (1) additional Trooper per day to control flow in and out of Rome. Also traffic associated with through traffic.

1 Trooper X 1.64 (relief factor) = 1.64 (2) Additional Troopers.

Post 39

Need two (2) additional Troopers to work traffic associated with Walter F. George Reservoir and tourism year-round.

2 Troopers X 1.64 (relief factor) = 3.28 (3) Additional Troopers.

Post 40

None.

Post 41

Two (2) additional Troopers needed due to major thoroughfares leading to and from State. so to maintain control over traffic flow due to tourism year-round.

2 Troopers X 1.64 (relief factor) = 3.28 (3) Additional Troopers.

Post 42

Need two (2) additional Troopers per day to work traffic associated with the Port City of Savannah and traffic associated with tourism.

2 Troopers X 1.64 (relief factor) = 3.28 (3) Additional Troopers.

Post 43

Additional manpower needed above base since the base computation allows for the increase in Interstate enforcement, but not at an effective proportion.

3 Additional Troopers X 1.64 (relief factor) = 4.92 (5) Additional Troopers.

Post 44

None.

Post 45

None.

Note: Problems associated with traffic problems such as flow and congestion, also relates to criminal activity, thus when traffic flow was used as an indicator previously, other activity is also a factor.

Based on the additional needs defined the amount of manpower needed statewide including Post 9 and Post 35 is as follows:

EXHIBIT II-C1

Desired Response Time	Base Manpower Needed*	Present Force	Deficiency	Additional Manpower	Total Deficiency
30 Minutes	610	532	78	80	158
25 Minutes	725	532	193	80	273
20 Minutes	899	532	367	80	447
15 Minutes	1,188	532	656	80	736
10 Minutes	1,766	532	1,234	80	1,314

* Post 9 and Post 35 include this column.

The area (square miles) and roadway miles associated with each desired response time is consistant with Exhibit II-B1 since Post 9 and Post 35 were not defined in terms of the two factors stated above.

END