

Proposed Evaluation Method

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Introduction

The following is a proposed approach to the evaluation of a one car per Trooper program. The success or failure of the program will be determined by the comparison of data collected from an experimental group, one car per Trooper program, and a control group, present car allocation program.

The primary basis for evaluation will be the average cost per mile for the vehicles in each group and the activity generated by the Troopers in the experimental group, while traveling to and from work.

The results derived from the evaluation of the new program should determine if a statewide one car per Trooper policy is beneficial to enforcement and justified in terms of cost.

Methods

The evaluation will be conducted based on data collected from 24 patrol posts within the State. Although there are presently 45 patrol posts, two will be eliminated at the onset, due to their unique responsibilities. The patrol post in Atlanta, Post 9, and the post at Jekyll Island, Post 35, will not be considered.

The identification of the 24 patrol posts to be used in the evaluation will be based on the comparison of those factors which more closely relate to the patrol function in the day to day operations of each post.

The random selection of the posts was ruled out due to the differences in patrol procedures, geographic locations, manpower and patrol responsibilities. Although each post has basic responsibilities, the activities of each are varied and the matching of similar post activities would be essential to the comparison of vehicle usage.

I. Considerations

The following are those elements reviewed and considered as comparable in the selection of the patrol posts.

1. Physiography: The characteristics of the territory for each post is responsible. The information pertaining to these characteristics was obtained from the Earth and Water Division, Georgia Department of Natural Resources. For the purposes of the evaluation the territories were reviewed in accordance with their District. (See Annex A)
2. Roadway Type: In order to identify patrol posts with similar roadways, each territory was reviewed to determine the type and amount of roadway in the Patrol District and per Trooper. (See Annex B)
3. Number of Troopers: Although the number of Troopers assigned to each post may not be critical in the evaluation, it was felt that this would have an impact on the patrol capabilities and thus be a logical comparison element. Therefore the matching of Trooper strength was a consideration. (See Annex C)
4. Enforcement Activity: Relates to the combined amount of moving hazardous arrests and warnings and other arrests and warnings. (See Annex D)
5. Miles Traveled: This relates to the number of patrol miles recorded by each Post and Trooper in each post. (See Annex E)

II. Identification

The primary consideration for selection was similar physiography. This assures comparable terrain and weather conditions.

Additional consideration was given to patrol activity and patrol mileage.

The number of Troopers and Roadway type were then reviewed to insure consistency in responsibilities and manpower.

Based on the results of this process (Annex F), the comparable pairs were identified.

After the possible pairs were identified, a control group and an experimental group had to be established. Each pair was divided by randomization to determine the Control Post and the Experimental Post.

III. Data Requirements and Collection

The information needed to evaluate the two groups will be from three basic areas.

A. Activity

The data will be used to show any difference in patrol activity on the part of those in a one-on-one basis as compared to those under the present allocation and use program.

The form used will be the "Post Activity Report" (DPS-612B). Reporting procedures will be as they are presently, except the test posts will submit a supplemental report for activity which occurred while traveling to the post for duty and while traveling home at the end of the duty shift. The same "Post Activity Report" will be used.

All posts will continue to submit activity reports in accordance with existing policies (Annex G).

Reports will continue to be submitted to the Planning and Development Section. Once logged, copies from the evaluation posts will be submitted to the Management and Research Section.

B. Vehicle Maintenance

The "Daily Vehicle Report" (DPS-556) will continue to be submitted to the Transportation Section each month. (Annex H)

After receipt, a copy will be forwarded to the Management and Research Section for compilation and analysis.

C. Vehicle Accidents

A "Georgia Uniform Motor Vehicle Accident Report" (DPS-523) is submitted each time a Department vehicle is involved in a motor vehicle collision. This report will continue to be submitted in the same manner as current policy directs. (Annex I)

When the Planning and Development Section receives a report on any of the evaluation vehicles, a copy will be made and forwarded to the Management and Research Section for analysis and inclusion into the evaluation process.

IV. Data Analysis and Evaluation

There will be three basic questions addressed in the evaluation.

First, does the one car per Trooper program generate more activity per Trooper over the present method of vehicle assignment? Second, does this program result in a lower car per mile of vehicle operation? And third, does the one car per Trooper program result in more efficient vehicle operation, i.e., more miles per gallon, less down time and fewer repairs?

In addition to these questions, the total cost of both groups will be reviewed. Considerations and capabilities will be maintained to compare all other related variables, including, but not limited to, cost per Trooper and multi-year projected cost.

It is our full intention to evaluate the test in terms of individual cost comparisons, as well as a comparison of the total cost of each method.

In order to provide this type of evaluation, the "Daily Vehicle Report" (DPS-556), "Post Activity Report" (DPS-612B), and "Georgia Uniform Motor Vehicle Accident Report" (DPS-523) will be reviewed and analyzed.

Although the primary interest in the evaluation will be the information gathered from the test and control posts, internal capabilities

will allow the same information to be compiled from all the posts.

A. Analysis

A current and complete list of vehicle assignments for the test and control posts will be maintained by the Management and Research Section and will be utilized to insure complete reporting compliance on each vehicle.

A similar list will be maintained on personnel to insure activity reporting compliance.

Once all related reports are received, data will be extracted and compiled to enable consistency in comparison.

1. Vehicle Operation and Repair

The items used in repair and maintenance and the fuel related volumes will be obtained and costed against standard rate factors to insure comparison of like data.

Prior to the first months analysis, constant expense rates will be established on known factors, i.e., gasoline, oil, filters, etc. and will be used to cost each vehicles operating expense.

Expense factors for repairs, labor and parts will be assigned when the incident is first reported. The factor used in the first report will be used on all other like incidents reported during the remainder of the evaluation period.

The rates relating to repairs will be consistent with those provided by the Motor Parts and Time Guide: 1978.

Note: Although repair costs may not be inline with the actual amounts paid, they will be comparable between the test and control groups, since the same cost base will be used.

2. Activity

The basic format which is presently in existence will continue.

However, the activity reported on the supplemental report will be compiled to show the activity generated while traveling to and from the post prior to and after each duty shift.

3. Operating Efficiency

The amount of miles traveled and the operating elements (fuel, oil, tires, etc.) will be reviewed to determine use factors on each. This will also include a cost per mile.

4. Accidents

Collisions involving evaluation vehicles will be reviewed to determine the condition surrounding the accident, including damage and causative factors.

The analysis of data will be provided for each vehicle so to allow for the comparison individual vehicles, post totals, and evaluation group totals.

The operating analysis will consider expenses and repairs while the vehicle is under warranty, as well as those occurring after the warranty has expired.

B. Evaluation

The evaluation will be the comparative portion of the study. Although the capabilities will exist to compare individual vehicles in each group and the cumulative totals of vehicles of a test post against a control post, the primary emphasis will be to compare the totals of the test group against the totals of the control group.

The comparison will include, but not be limited to the following.

1. Cost per mile
2. Down Time
3. Consumption rate - gas, oil, tires, etc.

4. Accident rate
5. Repairs
6. Parts
7. Patrol miles/hours
8. Enforcement activity - Off duty

The comparison will be conducted and reported on a monthly basis, and will include the previous month and the cumulative factors.

During the course of the study period, the Office of Planning and Budget will be requested to identify those elements which they feel should be addressed in the final evaluation. Prior to the formulation of the final document, the Office of Planning and Budget will be consulted to insure that all concerned elements have been addressed.

V. Test Period

The test period will begin when the new vehicles arrive and are assigned. The planned test time is 12 months with provisions to expand. There will also be monthly and quarterly results tabulated.

IV. Vehicle Assignment

The assignment of the vehicles used in the evaluation will have a Department wide impact and will be conducted in phases as follows:

- A. Assignment of 60 vehicles due on February/March, 1978.
 1. Assign new vehicles to one test/control set.
 2. Reassign replaced vehicles as follows:
 - a. 50,000 plus miles to be used to replace excessive mileage vehicles in non-enforcement functions.
 - b. 50,000 or less miles to be used to replace excessive mileage (50,000 plus) vehicles in other posts.
 - c. Surplus replaced high mileage vehicles pulled from non-enforcement functions.
 3. Assign remainder of the 60 vehicles to the field posts and follow "a" and "b" above on the reassignment of replaced vehicles.

- B. Order remaining budgeted vehicles not ordered February 3, 1978, with delivery date of late June.
- C. Assignment of 250 vehicles ordered February 3, 1978.
 - 1. Assign new vehicles to the remaining eleven (11) test/control sets.
 - 2. Reassign replaced vehicles as outlined in "A,2" above.
 - 3. Assign remaining vehicles as outlined in "A,3" above.
- D. Assignment of vehicles included in last order prior to April 1, 1978.
 - 1. Assign new vehicles as replacements for all vehicles with 70,000 plus miles.
 - 2. Reassign replaced vehicles as replacements for high mileage vehicles in non-enforcement functions.
 - 3. Surplus all high mileage vehicles replaced.
- E. Reserve vehicles needed as replacements for vehicles anticipated to be totalled in collisions prior to February, 1980.
- F. Review entire fleet and access the total number anticipated as being replaced due to mileage exceeding 70,000.
- G. Review the number of new vehicles remaining after consideration of "E" and "F" above to determine if additional test/control sets can be implemented.

VII. Procedures, Directives and Policies

The policies and directives to govern the evaluation are shown in Annex J. These include those determined to be needed at this time, however, additional guidelines may be needed after implementation of the study. These will be included and explained in the final evaluation document.

VIII. Reports

All information on the evaluation will be prepared in the form of a report document. These reports will be prepared and distributed each month after completion. Distribution will include the Office of Planning and Budget, interdepartmental offices, and any other Department deemed appropriate.

Note: At the time of this evaluation method was written, a standard

monthly evaluation report had not been completed. The Department will draft and complete this form prior to the first report month and after the Office of Planning and Budget submits those elements they wish to have included.

TEST

(This section will be provided at the end of the Study period and will contain the tests used to evaluate the programs and the results of the tests.)

CONCLUSIONS

(This section will be provided at the end of the test period and will contain the conclusions of the evaluation.)

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A N N E X

ANNEX - A

Physiography

The physiography description of each post area relates to the physical characteristics of the land in terms of terrain.

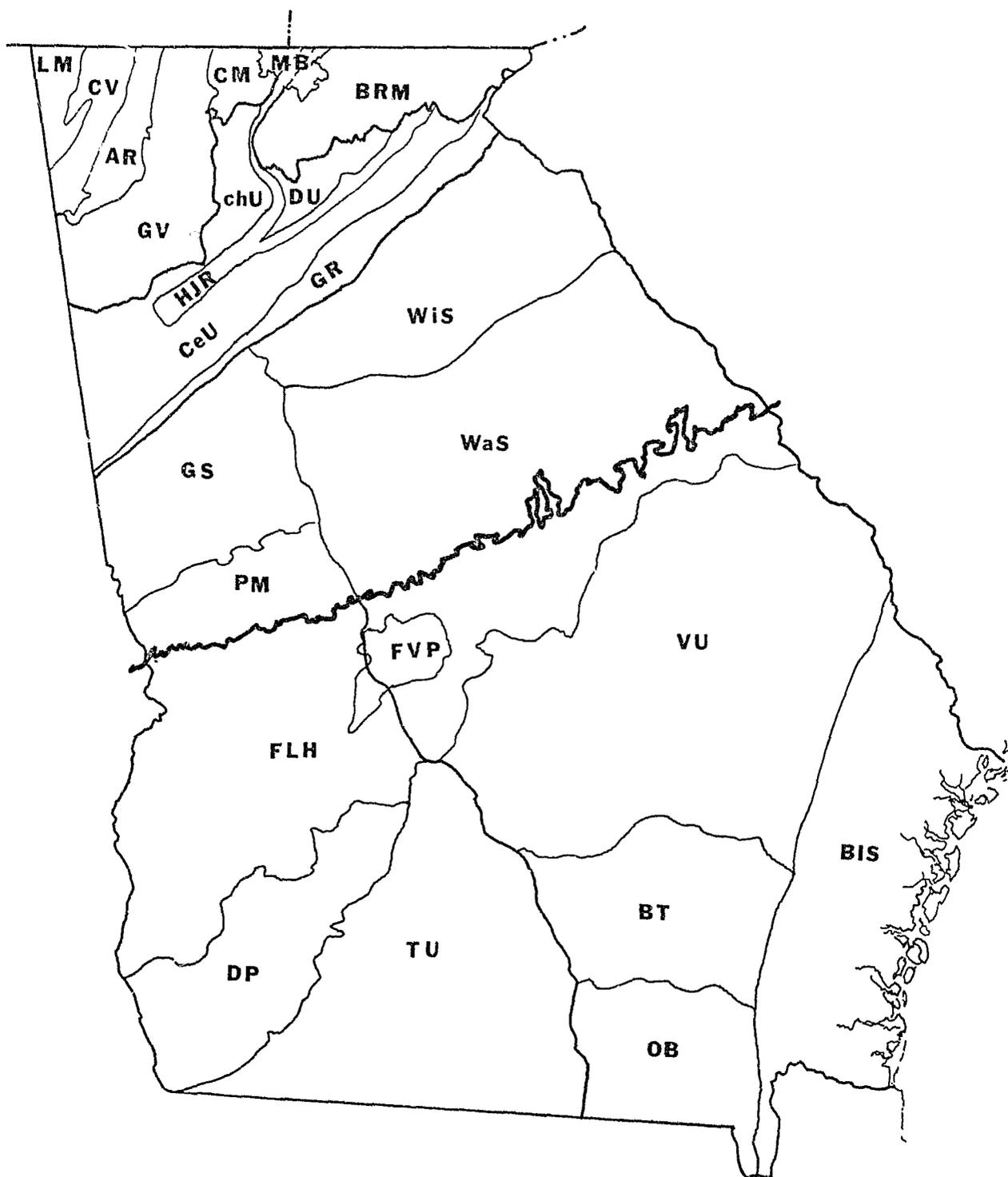
The characteristics are divided into several sections and subsections, however, for the purposes of this study the major divisions and provinces will be used.

Map A-1 shows the divisions, provinces, sections and subsections. The major divisions and provinces are outlined on Map A-2.

The physiographic division in relation to the territory outline of the patrol posts are shown on Map A-3.

Physiographic Map of Georgia

1976



Map A-1



APPALACHIAN HIGHLANDS MAJOR DIVISION

APPALACHIAN PLATEAU PROVINCE

Cumberland Plateau Section

Lookout Mountain District - The Lookout Mountain District is composed of two nearly flat topped mountains. Lookout Pigeon and Lookout are separated by Lookout Valley which is a breached anticline. The mountains are capped by the Kato Sandstone of Pennsylvanian age, and the valley is underlain by Chickamauga Limestone of Ordovician age. The plateau slopes gently to the southwest from a maximum elevation of 2200 feet near Durham to an elevation of 2000 feet near the Alabama Georgia border. The northwestern margin of Lookout Mountain and the southwestern margin of Sand Mountain are marked by a continuous escarpment that drops abruptly 1000-1200 feet to Lookout Valley. Elevations in Lookout Valley vary from 800-1000 feet. The escarpment on the southeastern side of Lookout Pigeon Mountain, the district and province boundary, drops abruptly 800-1000 feet to the Chickamauga Valley District. These escarpments are breached by numerous small streams which have their source on top of the uplift and reach the valleys through deep notches in the cliffs.

RIDGE AND VALLEY PROVINCE

Southern Valley and Ridge Section

Chickamauga Valley District - The Chickamauga Valley District is characterized by a series of gently rolling, discontinuous, north east trending valleys interrupted by low, linear, parallel ridges. The valley floors are predominantly limestone and dolomite of Cambro-Ordovician age while the ridges are capped by the more resistant cherty units of the Knox Group, also of Cambro-Ordovician age. The ridge tops are approximately 1000 feet in elevation and stand 200-300 feet above the intervening valleys. Rectangular drainage patterns in this district are indicative of structural control.

Armuchee Ridges District - A series of prominent, narrow, cherty ridges characterize the Armuchee Ridges District. These ridges rise abruptly 800-200 feet above the Chickamauga Valley District to the northwest and the Great Valley District to the south and east. The southern and eastern boundary closely parallels the Bonn Fault. These ridges, capped predominantly by the Red Mountain formation of Silurian age, stand at elevations of 1400-1600 feet. Intervening valley floors are generally underlain by shales and limestones of Mississippian and Cambro-Ordovician age, respectively.

The Great Valley District - The Great Valley District is typically broad and open with a low scattered ridges and hills. Elevations throughout the area range from 300-1000 feet above sea level with relief of 50 to 100 feet. The floor of the valley is underlain by shales, dolomites and limestones of Cambrian and Ordovician age. The eastern boundary of the Great Valley follows the escarpment of the Great Smoky-Catoosa Fault.

BLUE RIDGE PROVINCE

Southern Blue Ridge Section

Cohutta Mountains District - An irregular mass of rugged mountains ranging in elevation from 3000-4000 feet is characteristic of the Cohutta Mountains District. Erosion of metamorphosed sediments of the Ocoee series by the headwater tributaries of north westward and northward flowing streams has produced valleys 1000-1500 feet below the mountain crests. The southern boundary of this district slopes steeply to the lower elevations of the Cherokee Uplands District. In Georgia the Cohutta Mountains are separated from the main body of the Blue Ridge by the McCaysville Basin and the Jasper Ridges.

McCaysville Basin District - Mountains almost completely enclose the McCaysville Basin District and rise from the 2000 foot elevation at the edge of the basin to heights of 4000-4500 feet above sea level. This topographic basin is formed by the northeast trending Jasper Ridges. However, the topography on both sides of these ridges is remarkably similar. The gently rolling topography, produced by erosion of the Great Smoky Group, varies in elevation from 1600 to 1800 feet. Relief, throughout the Basin varies from 200-300 feet except along the northwest flowing stream valleys and near the Jasper Ridges where it ranges from 300-500 feet.

Blue Ridge Mountains District - A mass of rugged mountains and ridges ranging in elevation from 2500-4700 feet in the north and east to 3000-3500 feet in the southwest is the dominant topographic feature of the Blue Ridge Mountains District. Differing rates of erosion upon the Great Smoky Group by the headwater tributary streams that eventually drain to either the Atlantic Ocean or the Gulf of Mexico have produced valleys that are 1500-2000 feet below the adjacent summits. The southern boundary of the Blue Ridge abuts the Piedmont Province at approximately the 1700 foot elevation where a sharp change in regional slope occurs.

PIEDMONT PROVINCE

Southern Piedmont Section

Upland Georgia Subsection

Cherokee Upland District - The northern portion of the Cherokee Upland District is a rough, hilly surface with elevations ranging from 1100-1500 feet. Except for a few isolated mountains, elevations gradually decrease to 1000 feet in the southwest part. The westward flowing streams in the northern area occupy deep, narrow valleys 300-600 feet below the surrounding surface, while the northward flowing streams in the southern portion have wider, more open valleys 200-300 feet below the adjacent ridges. The eastern and southern boundaries are formed by the low, linear, parallel ridges of the Hightower Jasper Ridges District.

Dahomega Upland District - The rough and hilly northeastern part of the Dahomega Upland District stands 1500-1700 feet above sea level. Streams in this area flow south out of the Blue Ridge Mountains District and have cut deep, narrow valleys 500-600 feet below the surrounding surface. In the southern and southwestern portions, surface elevations decrease to 1200 feet. Stream valleys are wider, more open, and only 200-300 feet below the adjacent surface. The southern and western boundaries are formed by the low linear, parallel ridges of the Hightower Jasper Ridges District.

Hightower Jasper Ridges District - Although the Hightower Ridges and Jasper Ridges have different structural and kinologic histories, they are topographically so similar that they may be discussed together. The Hightower Jasper Ridges District consists of a series of low, linear, parallel ridges separated by narrow valleys. The Hightower Ridges range in elevation from 1500 feet in the northeast to 1000 feet in the southwest. Relief in this area varies from 500 feet in the northeast to 200 feet in the southwest. The Jasper Ridges intersect the McCaysville Basin District and continue southward as a low area between the Cohutta and Blue Ridge Mountains. These ridges range in elevation from 2400 feet in the north to 1200 feet near Canton where they join the Hightower Ridges. Relief varies from 800 feet in the north to 200 feet near Lake Allatoona. Some structural control of streams in the district is exhibited by the modified rectangular drainage patterns. The southern and western boundaries are located where there is a decrease in the density of the linear ridges.

Central Uplands District - The northeastern and central portions of the Central Upland District are a series of low, linear ridges, 1300-1500 feet above sea level, and separated by broad, open valleys. Streams flowing through this section are generally transverse to the structure and occupy valleys 150-200 feet below the ridge crests. In the southwestern part, elevations decrease to 1100 feet, and the linearity of the topography is not so apparent. Stream valleys in the southwestern portion are not as open as those to the northeast. They exhibit a rectangular drainage pattern and lie only 100-150 feet below the surrounding area. The southern boundary of this district is the ridge crest that marks the beginning of the Gainesville Ridges District.

Gainesville Ridges District - A series of northeast trending, low, linear, parallel ridges separated by narrow valleys characterizes the Gainesville Ridges District. The ridges are composed of quartzite and gneiss, while the valleys are underlain by phyllonite and schist. These ridges vary in elevation from 1500-1600 feet in the northeast and decrease gradually to 700 feet in the southwest. Relief varies from 100-200 feet in the northeast to 70-100 feet in the southwest. The course of the Chattahoochee River and its tributaries are strongly controlled by the ridges in this district and exhibit a good example of rectangular drainage. The southern boundary follows a ridge that is continuous throughout most of its extent, decreasing in elevation from 1100 feet in the northeast to 700 feet in the southwest. This ridge crest is the drainage divide between southwest flowing streams and those streams draining to the south.

Midland Georgia Subsection

Winder Slump District - The gently rolling topography of the Winder Slump District slopes gradually from an elevation of 1000 feet in the north to 700 feet at the southern edge. This district is dissected by the headwater tributaries of the major streams draining to the Atlantic Ocean. Numerous dome shaped, granitic mountains are located on the interfluves in the southern and western portion of this district. The stream valleys which are fairly deep and narrow, lie 100-200 feet below the narrow, rounded stream divides. The western boundary follows the drainage divide that separates streams draining to the Atlantic Ocean from those draining to the Gulf of Mexico. The southern boundary approximates the 700 foot elevation where a sharp break in regional slope occurs.

WaS

Washington Slope District - The Washington Slope District is characterized by a gently undulating surface which descends gradually from about the 700 foot elevation at its northern margin to about the 500 foot elevation at its southern edge. Streams occupy broad, shallow valleys with long, gentle side slopes separated by broad, rounded divides. Relief throughout this district is 50-100 feet except in the vicinity of the Ocmulgee River, which flows in a steep walled valley 150-200 feet below the adjacent area. The west side boundary corresponds to the drainage divide between the Altamaha River and the Fall Line. The southern boundary, known as the Fall Line, follows the contact between the metamorphic rocks of the Piedmont and the sediments of the Coastal Plain.

GS

Greenville Slope District - The Greenville Slope District is characterized by rolling topography that decreases gradually in elevation from 1000 feet in the northeast to 600 feet in the southwest. All streams in the district eventually drain to the Gulf of Mexico. However, those flowing to the southwest occupy shallow, open valleys with broad, rounded divides while those flowing to the southeast occupy narrower, deeper valleys with narrow, rounded divides. Relief varies from 150-200 feet in the east to 100-150 feet in the west. The southern boundary follows the base of the northern side of Pine Mountain, which rises abruptly 250-400 feet above the adjacent surface.

PM

Pine Mountain District - The portion of this district known as Pine Oak Mountain has a peculiar form extending from the Atlanta border to Barnesville. Quartzite caps Pine Oak Mountain and the adjacent ridges. These ridges rise abruptly from the Greenville Slope District to elevations of 1200-1300 feet. In the eastern part of Pine Mountain, the Flint River has cut a deep, narrow gorge some 300-400 feet below the summit. South of the Pine Oak Mountain portion of this district, the surface slopes gently from 800 feet elevation to approximately 500 feet at its southern edge. Relief in this portion generally varies from 50-150 feet. The southern boundary, known as the Fall Line, follows the contact between the metamorphic rocks of the Piedmont and the sediments of the Coastal Plain.

FLH

ATLANTIC PLAIN MAJOR DIVISION

COASTAL PLAIN PROVINCE

Sea Island and East Gulf Coastal Plain Section

BT

Fall Line Hills District - The Fall Line is the northern boundary of this district as well as the boundary between the Atlantic Plain and the Appalachian Highlands Major Divisions. Geographically, it is the contact between the Cretaceous and younger sediments of the Coastal Plain and the older, crystalline rocks of the Piedmont. Siver stream characteristics change as they flow south through this area. Rapids and shoals are common near the geologic contact, flood plains are consistently wider on the younger sediments, and the frequency of stream meanders increases.

OB

The southern boundary of the Fall Line Hills District approximates the 250 foot elevation and separates this district from the Dougherty Plain. Eastward, the southern boundary follows the northern extremity of the Pelham Escarpment separating the Fall Line Hills from the Tifton Upland. The southern boundary then closely follows the northernmost occurrence of the undifferentiated Neogene geologic unit which underlies the Vidalia Upland. The Fall Line Hills District is highly dissected with little level land except the marshy floodplains and their better drained, narrow stream terraces. Stream valleys lie 50 to 250 feet below the adjacent ridge tops. Stream dissection seems to be greatest in the East Gulf portion of this district. Relief gradually diminishes to the south and east. Maximum elevations are approximately 760 feet between Columbus and Macon and gradually diminish to a minimum elevation of 150 feet south of Augusta.

FVP

Fort Valley Plateau District - An anomalous area within the Fall Line Hills is known as the Fort Valley Plateau. It is characterized by flat topped interfluves with narrow, 5-150 feet deep, stepped valleys. This area is distinct from the Fall Line Hills in that the broad, flat topped interfluves are the dominant feature, there are fewer streams, and there is less local relief. The area is less dissected than the Fall Line Hills because it is underlain by the more clayey units of undifferentiated Eocene, Paleocene and possibly Cretaceous age sediments. Elevations range from 550 feet in the north to 250 feet in the southeast, indicating a southeast regional dip. The east and west boundaries are the Ocmulgee and Flint River Valleys, respectively. The southern boundary is formed by Hogewald and Big Indian Creeks. The northern boundary occurs at approximately the 500 foot elevation where the narrow, steep interfluves of the Fall Line Hills abruptly change to the lower, flat topped interfluves of the Fort Valley Plateau.

OP

East Gulf Coastal Plain Section

Dougherty Plain District - The Dougherty Plain is a northeast trending, wedge shaped, level to gently rolling toward that pinches out where the Fall Line Hills and the Tifton Upland meet. The

northwestern boundary is gradational from the Fall Line Hills and occurs where the slopes become more gentle and the relief is low; the 250 foot elevation approximates this boundary. The southeastern boundary is the base of the Pelham Escarpment which separates this district from the Tifton Upland. The region slopes south westward with maximum elevations of 200 feet in the northeast to a minimum elevation of 77 feet at Lake Seminole. The flat to very gently rolling topography is interrupted by numerous sinkholes. Karst topography prevails in this district, and many sinkholes, still actively forming, are the signs of numerous ponds and marshes. The karst topography is formed on the underlying Ocala and Suwannee Limestones of Eocene and Oligocene age, respectively.

TU

Tifton Upland District - A well developed, extended, dendritic drainage pattern is formed on the undifferentiated Neogene sediments in the Tifton Upland District. Characteristically, the interfluves are narrow and rounded, rising 50 to 200 feet above the narrow valley floors. Elevations range from 480 feet in the north to 150 feet in the southeast indicating the regional slope. The north western and northern boundary is the base of the Pelham Escarpment which rises as much as 200 feet above the Dougherty Plain. The eastern boundary follows the eastern drainage divide of the Altamaha River.

Sea Island Section

Vidalia Upland District - The Vidalia Upland District is a moderately dissected area with a well developed dendritic stream pattern on gravelly, clayey sands. Floodplain it is narrow except along the principal rivers which have wide expanses of swamp both during both sides of the channel. Relief varies from 100 to 150 feet. Elevations in the district range from 500 feet in the northwest to 100 feet in the southeast indicating the regional dip. The northern and northwestern boundary approximates the northernmost occurrence of the undifferentiated Neogene geologic unit. The south western and southern boundary is the base of the Pelham Escarpment. The southern drainage divide of the Altamaha River. The southeastern boundary follows the Orangeburg Escarpment at approximately the 150 foot elevation. The escarpment rises 50-70 feet above the Barrier Island Sequence District.

BIS

Bacon Terraces District - Several moderately dissected terraces, generally parallel to the present coastline, are detectable on topographic maps of the Bacon Terraces District. However, they are very difficult to observe on the ground because the east facing scarps are very subtle. The terrace levels occur at elevations of 330-310 feet, 295-275 feet, 265-255 feet, 240 feet, 230 feet, 215-190 feet, and 100-150 feet. This district, on the north, west, and south, corresponds to the Salt-Hole River drainage basin with its boundaries on the basin divide. The eastern boundary is the western base of Trail Ridge at approximately the 150 foot elevation. The southeast-trending, very extended, dendritic drainage pattern has formed on Upper Tertiary sediments. This drainage network has produced long, narrow interfluves with gently rounded to flat summits that rise gradually 50 to 100 feet above the narrow, marshy floodplains.

OB

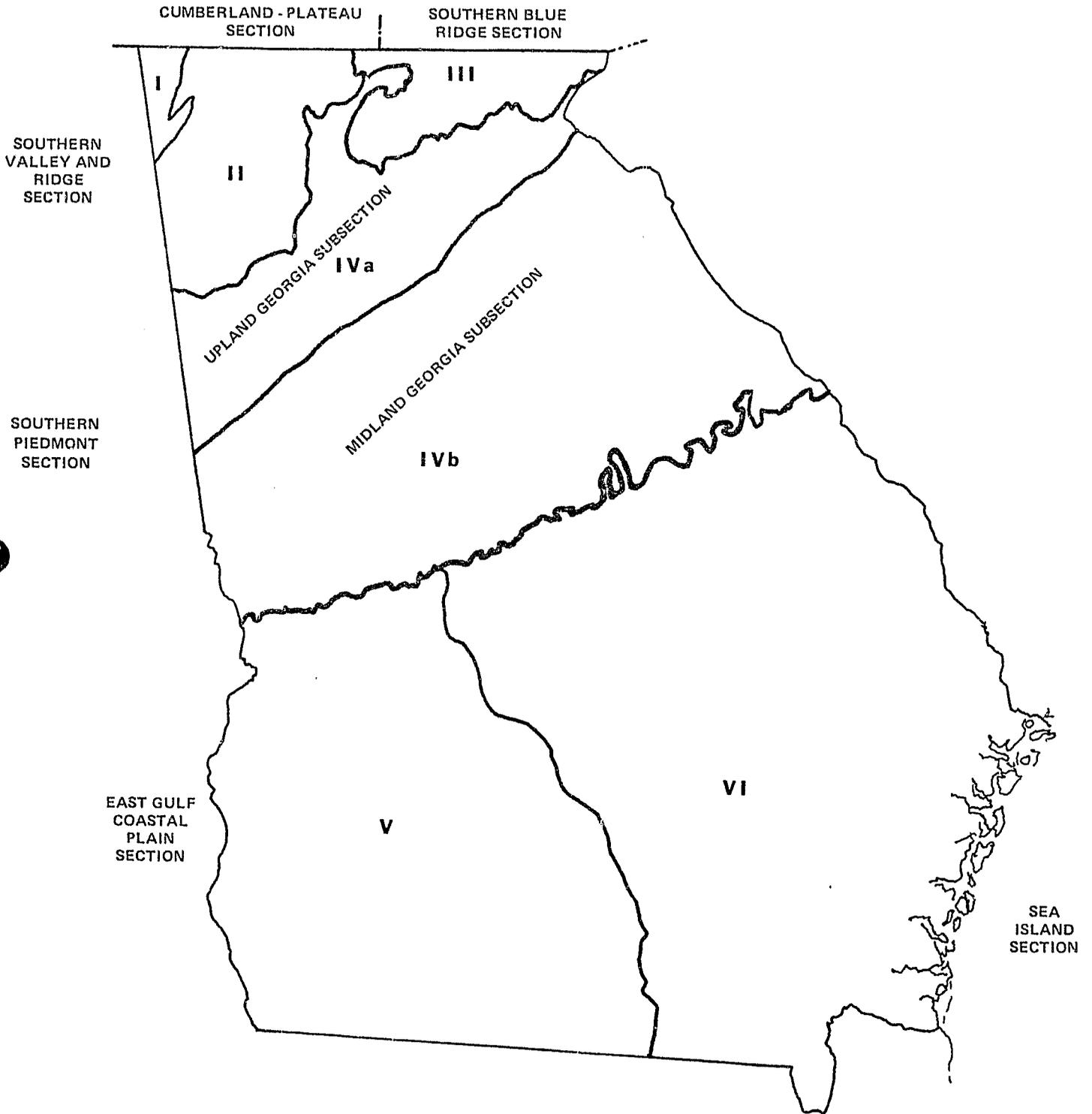
Okefenokee Basin District - Low relief, decreasing to the south, and numerous swamps are characteristic of the Okefenokee Basin District. Relief varies from approximately 50 feet to less than 5 feet. Elevations in the district range from 240 feet in the northwest on Pliocene Pleistocene deposits to 75 feet in the southeast on Pleistocene deposits. The swamps range in size from a few hundred square feet to the 600 square miles of the Okefenokee Swamps. The northwestern portion of the Okefenokee Swamps, like the northern and western portions of the district, is drained by the southwest flowing tributaries of the southwest flowing Suwannee River. The southeastern portion of the swamp is drained by the south flowing St. Marys River. At the extreme southern end of the district the St. Marys River turns east and flows through a gap in Trail Ridge. The northern and western boundaries of the district coincide with the northern and western drainage divides of the Suwannee River. The eastern boundary is the western base of Trail Ridge.

BIS

Barrier Island Sequence District - Pleistocene sea levels advanced and retreated several times over the Barrier Island Sequence District to form a step like progression of decreasing altitudes toward the sea. These former, higher sea levels existed as barrier island salt marsh environments similar to the present coast. The former sea levels left shoreline deposit complexes parallel to the present coastline at characteristic elevations. Wicomico, 160-95 feet; Penholme, 70-76 feet; Talbot, 40-45 feet; Pamlico, 25 feet; Princess Anne, 15 feet; Silver Bluff, 5 feet. Holocene, the present mean sea level. There has been slight to moderate dissection of these former levels allowing marshes to exist in poorly drained low areas. Generally, dissection is further advanced toward the western portion of the district. Relief varies from 50 to 75 feet on the east side of Trail Ridge to just a few feet near marshes and along the coast. Maximum elevations are approximately 160 feet on Trail Ridge.

The western boundary is at the base of Trail Ridge as far north as the Altamaha River, where the ridge becomes obscure. North of the Altamaha River the western boundary is the base of the Orangeburg Escarpment which approximates the 150 foot elevation.

PHYSIOGRAPHIC SECTIONS



Map A-2

Roadway

The following information consists of the number of miles within a given posts territory. In those cases where a post had responsibility for a specific roadway in another posts geographic area, adjustments were made to delete these from one and add to the post responsible. This is the reason the total miles of responsibility in a posts territory do not correspond to the sum of the counties roadway miles.

Note: The amounts provided by the Department of Transportation were in hundreths of a mile. For the purpose of this Study, the amounts were adjusted to the nearest whole mile.

ROADWAY MILES

TROOP/POST	INTERSTATE	STATE	COUNTY	CITY	TOTAL	
					POST	PER TROOPER
A/3	30	238	1,194	87	1,349	141
5	32	214	924	122	1,292	99
28	-	228	990	49	1,267	115
29	-	347	1,673	244	2,264	226
38	-	178	734	105	1,017	85
41	24	296	930	108	1,358	97
43	27	185	703	47	962	80
B/6	7	710	1,869	125	2,711	226
7	24	578	2,002	196	2,800	280
17	10	440	1,845	96	2,391	266
27	-	407	1,172	53	1,632	163
32	22	413	1,612	246	2,293	191
37	39	374	1,958	205	2,576	234
D/1	28	273	1,388	141	1,830	141
2	31	386	1,212	478	2,107	176
4	48	199	1,419	127	1,793	128
24	28	466	1,913	175	2,582	215
26	-	377	1,529	85	1,991	166
34	-	441	1,217	80	1,738	174
44	60	171	711	47	989	99
E/8	68	589	2,232	217	3,106	282
15	42	680	1,887	770	3,379	241
20	58	688	2,864	232	3,842	320
30	51	389	2,076	173	2,689	192
33	-	455	1,486	102	2,043	186

TROOP/POST	INTERSTATE	STATE	COUNTY	CITY	TOTAL	
					POST	PER TROOPER
F/19	13	496	1,727	171	2,407	219
21	-	410	1,918	102	2,430	243
25	50	503	1,810	253	2,616	238
42	62	268	1,105	492	1,927	175
45	22	208	1,463	107	1,800	200
G/10	-	468	1,630	143	2,241	204
12	-	698	2,616	397	3,711	265
13	41	261	1,545	191	2,038	146
14	-	561	1,882	174	2,617	262
31	31	501	1,776	229	2,537	211
39	-	417	1,296	106	1,819	165
40	-	362	1,402	334	2,098	161
H/11	35	226	545	67	873	62
16	-	567	2,216	182	2,965	269
18	-	518	2,258	209	2,985	230
22	-	665	2,737	243	3,645	280
23	44	386	1,197	178	1,805	150
36	-	441	2,027	196	2,664	266

ANNEX - C

Number of Troopers

Since the evaluation is to be based on pursuit vehicles, the number of Troopers assigned to each post was considered rather than the entire number of personnel.

The following list of posts and Trooper allotments was effective as of January 25, 1978.

<u>Troop/Post</u>	<u>Troopers</u>	<u>Troop/Post</u>	<u>Troopers</u>
A/ 3	11	F/ 19	11
5	13	21	10
28	11	25	11
29	10	42	11
38	12	45	9
41	14	G/ 10	11
43	12	12	14
B/ 6	12	13	14
7	10	14	10
17	9	31	12
27	10	39	11
32	12	40	13
37	11	H/ 11	14
D/ 1	13	16	11
2	12	18	13
4	14	22	13
24	12	23	12
26	12	36	10
34	10		
44	10		
E/ 8	11		
15	14		
20	12		
30	14		
33	11		

ANNEX - D

Enforcement Activity

The following data includes all traffic arrests and warnings made by each post during 1977.

The information is provided as a total for each post and the average per Trooper in each post.

ENFORCEMENT ACTIVITY

TROOP/POST	# TPRS.	PER POST	PER TROOPER
A/3	11	11,281	1,026
5	13	14,978	1,152
28	11	11,027	1,002
29	10	8,850	885
38	12	12,286	1,024
41	14	12,869	919
43	12	11,758	980
B/6	12	10,480	873
7	10	7,203	720
17	9	7,178	798
27	10	3,033	303
32	12	6,904	575
37	11	9,769	888
D/1	13	15,651	1,204
2	12	8,760	730
4	14	11,118	794
24	12	9,540	795
26	12	13,143	1,095
34	10	7,438	744
44	10	8,021	802
E/8	11	11,961	1,087
15	14	12,682	906
20	12	12,986	1,082
30	14	15,054	1,075
33	11	7,049	641

TROOP/POST	# TPRS.	PER POST	PER TROOPER
F/19	11	7,266	661
21	10	10,227	1,023
25	11	9,925	902
42	11	14,694	1,335
45	9	7,412	824
G/10	11	6,760	615
12	14	11,766	840
13	14	10,948	782
14	10	6,283	628
31	12	15,267	1,272
39	11	12,191	1,108
40	13	11,750	904
H/11	14	9,046	646
16	11	6,627	602
18	13	11,261	866
22	13	9,388	722
23	12	10,413	868
36	10	7,595	760

Source: Georgia State Patrol Activity Report: Annual-1977, DPS-612C, Planning and Development Section, January 1978.

ANNEX - E

Miles Traveled

The following data includes the number of patrol miles traveled by each post during 1977 and the average per Trooper within each post.

PATROL MILES

TROOP/POST	# TPRS.	PER POST	PER TROOPER
A/3	11	315,239	28,658
5	13	314,667	24,205
28	11	206,650	18,786
29	10	249,935	24,994
38	12	269,563	22,464
41	14	239,625	17,116
43	12	238,045	19,837
B/6	12	278,935	23,245
7	10	248,405	24,841
17	9	191,453	21,273
27	10	242,909	24,291
32	12	299,565	24,964
37	11	242,745	22,068
D/1	13	329,751	25,365
2	12	281,763	23,480
4	14	322,450	23,032
24	12	296,205	24,684
26	12	316,723	26,394
34	10	268,571	26,857
44	10	249,280	24,928
E/8	11	265,475	24,134
15	14	369,690	26,406
20	12	365,200	30,433
30	14	414,153	29,582
33	11	309,780	28,162

TROOP/POST	# TPRS.	PER POST	PER TROOPER
F/19	11	284,835	25,894
21	10	291,071	29,107
25	11	370,785	33,708
42	11	276,535	25,140
45	9	251,045	27,894
G/10	11	352,945	32,086
12	14	373,235	26,660
13	14	324,048	23,146
14	10	248,200	24,820
31	12	371,452	30,954
39	11	306,806	27,891
40	13	327,680	25,206
H/11	14	309,439	22,103
16	11	349,795	31,800
18	13	350,850	26,988
22	13	275,470	21,190
23	12	283,495	23,625
36	10	282,115	28,211

Source: Georgia State Patrol Activity Report: Annual-1977, DPS-612C, Planning and Development Section, January, 1978.

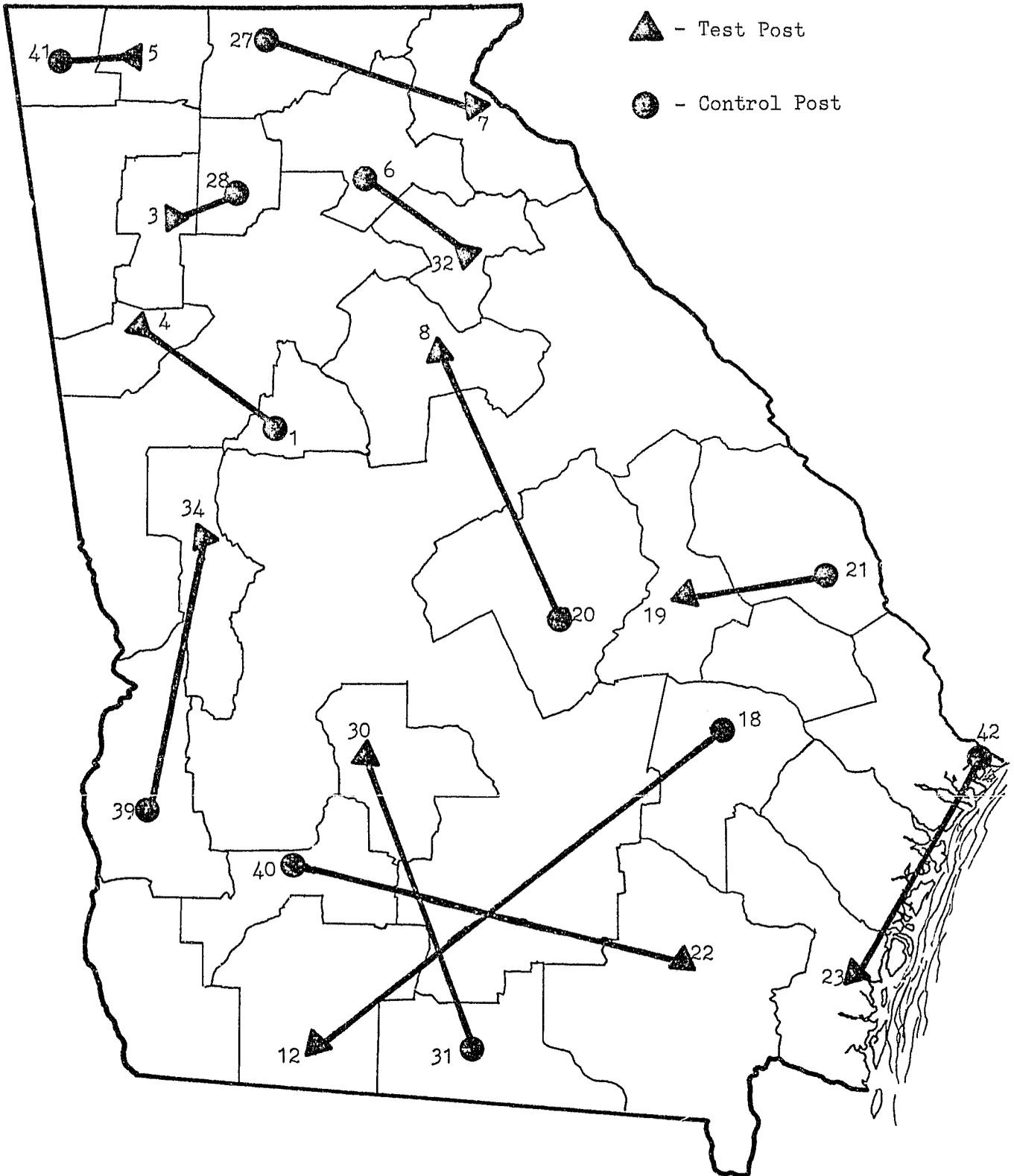
ANNEX - F

Control and Experimental Groups

The following is a list of those posts identified to be in the evaluation. The matching of each set was based on the methods described in the Identification Section, Page 3.

	TEST			CONTROL			DIFFERENCE
	POST	TROOPERS		POST	TROOPERS		
1.	5	13		41	14		-1
2.	3	11		28	11		
3.	8	11		20	12		-1
4.	12	14		18	13		+1
5.	32	12		6	12		
6.	23	11		42	12		-1
7.	22	13		40	13		
8.	30	14		31	12		+2
9.	7	10		27	10		
10.	19	11		21	10		+1
11.	4	14		1	13		+1
12.	34	10		39	11		-1
TOTAL		144		143			+1
*Vehicles Needed:		144		70			

TEST - CONTROL
TERRITORY



Roadway Miles

	Troop/ Post	Interstate	State	County	City	Total	
						Post	Per Trooper
Test	A/5	32	214	924	122	1,292	99
Control	A/41	24	296	930	108	1,358	97
Difference		8	-82	-6	14	-66	2
Test	A/3	30	238	1,194	87	1,549	141
Control	A/28	-0-	228	990	49	1,267	115
Difference		30	10	204	38	282	26
Test	E/8	68	589	2,232	217	3,106	282
Control	E/20	58	688	2,864	232	3,842	320
Difference		10	-99	-632	-15	-736	-38
Test	G/12	-0-	698	2,616	397	3,711	265
Control	H/18	-0-	518	2,258	209	2,985	230
Difference		-0-	180	358	188	726	35
Test	B/32	22	413	1,612	246	2,293	191
Control	B/6	7	710	1,869	125	2,711	226
Difference		15	-297	-257	121	-418	-35
Test	H/23	44	386	1,197	178	1,805	150
Control	F/42	62	268	1,105	492	1,927	175
Difference		-18	118	92	-314	-122	-25
Test	H/22	-0-	665	2,737	243	3,645	280
Control	G/40	-0-	362	1,402	334	2,098	161
Difference		-0-	303	1,335	-91	1,547	119
Test	E/30	51	389	2,076	173	2,689	192
Control	G/31	31	501	1,776	229	2,537	211
Difference		20	-112	300	-56	-152	-19
Test	B/7	24	578	2,002	196	2,800	280
Control	B/27	-0-	407	1,172	53	1,632	163
Difference		24	171	830	143	1,168	117

	Troop/ Post	Interstate	State	County	City	Total	
						Post	Per Trooper
Test	F/19	13	496	1,727	171	2,407	219
Control	F/21	0	410	1,918	102	2,430	243
Difference		13	86	-191	69	-23	-24
Test	D/4	48	199	1,419	127	1,793	128
Control	D/1	28	273	1,388	141	1,830	141
Difference		20	-74	31	-14	-37	-13
Test	D/34	-0-	441	1,217	80	1,738	174
Control	G/39	-0-	417	1,296	106	1,819	165
Difference		-0-	24	-79	-26	-81	9
Test	TOTAL	332	5,305	20,953	2,237	28,828	200
Control	TOTAL	210	5,078	18,968	2,180	26,436	185
Difference		122	227	1,985	57	2,392	15

Number of Troopers, Enforcement Activity and Patrol Miles

	Troop/ Post	Number of Troopers	Enforcement Activity		Patrol Miles	
			Post	Per Trooper	Post	Per Trooper
Test	A/5	13	14,978	1,152	314,667	24,205
Control	A/41	14	12,869	919	239,625	17,116
Difference		-1	2,109	233	75,042	7,089
Test	A/3	11	11,281	1,026	315,239	28,658
Control	A/28	11	11,027	1,002	206,650	18,786
Difference		-0-	254	24	108,589	9,872
Test	E/8	11	11,961	1,087	265,475	24,134
Control	E/20	12	12,986	1,082	365,200	30,433
Difference		-1	-1,025	5	-99,725	-6,299
Test	G/12	14	6,283	628	373,235	26,660
Control	H/18	13	11,261	866	350,850	26,988
Difference		1	-4,978	-238	22,385	-328
Test	B/32	12	6,904	575	299,565	24,964
Control	B/6	12	10,480	873	278,935	23,245
Difference		-0-	-3,576	-298	20,630	1,719
Test	H/23	11	10,413	868	283,495	23,625
Control	F/42	12	14,694	1,336	276,535	25,140
Difference		-1	-4,281	-468	6,960	-1,515
Test	H/22	13	9,388	722	275,470	21,190
Control	G/40	13	11,750	904	327,680	25,206
Difference		-0-	-2,362	-187	-52,210	-4,016
Test	E/30	14	15,054	1,075	414,153	29,582
Control	G/31	12	15,267	1,272	371,452	30,954
Difference		2	-213	-197	42,701	-1,372
Test	B/7	10	7,203	720	248,405	24,841
Control	B/27	10	3,033	303	242,909	24,291
Difference		-0-	4,170	417	5,496	550

	Troop/ Post	Number of Troopers	Enforcement Activity		Patrol Miles	
			Post	Per Trooper	Post	Per Trooper
Test	F/19	11	7,266	661	284,835	25,894
Control	F/21	10	10,227	1,023	291,071	29,107
Difference		1	-2,961	-362	-6,236	-3,213
Test	D/4	14	11,118	794	322,450	23,032
Control	D/1	13	15,651	1,204	329,751	25,365
Difference		1	-4,533	-410	-7,301	-2,333
Test	D/34	10	7,438	744	268,571	26,857
Control	G/39	11	12,191	1,108	306,806	27,891
Difference		-1	-4,753	-364	-38,235	-1,034
Test	TOTAL	144	119,287	828	3,665,560	25,455
Control	TOTAL	143	141,436	989	3,587,464	25,087
Difference		1	-22,149	-161	78,096	368

ANNEX - G

Activity Reports

Existing Policy: "Forms and Reports", No: 62 (G,1)

"Sworn uniform personnel, License Examiners, and Communications Officers shall utilize the Forms 612A and 612B in reporting and recording their activity. This shall be performed in accordance with Policy Statement 142 and Exhibit B which defines terms and procedures relative to the forms. The Planning and Development Section shall check the incoming Forms 612B for errors, correct them, and record the data on Forms 612C and 612D for distribution to appropriate personnel at Headquarters and in the field."

Due Date: 5th day of month for previous month.

Amendment: Supplemental Report will be required from sworn uniform personnel in the Test Post to cover the activity while traveling to and from their Post.

Definition of Terms Used on GSP Activity Report (Form 612)

Code Number

INVESTIGATIONS

1. Accidents Rural No. - Number of accidents investigated which occurred in a rural area. A rural area is outside a city of 500 or more population.
2. Accidents Rural Hrs. - Number of hours expended on actual investigation. Include time spent on scene, at hospital, questioning witnesses, etc. Do not include time in court, preparation of final report, etc.
3. Accidents Urban No. - Number of accidents investigated which occurred in an urban area. An urban area is a city of 500 or more population.
4. Accidents Urban Hrs. - Number of hours expended on actual investigation. Include time spent on scene, at hospital, questioning witnesses, etc. Do not include time in court, preparation of final report, etc.
5. Accidents Alcohol-Related - A break-out of the number of alcohol-related accidents in rural and urban areas for comparison and monitoring purposes. Indicate here if one or more of the drivers or pedestrians in an accident had been drinking. It is not necessary that the driver or pedestrian be drunk for the accident to be alcohol-related.
6. Accidents Drug-Related - A break-out of the number of drug-related accidents in rural and urban areas for comparison and monitoring purposes. Indicate here if one or more of the drivers were using drugs, prescriptive or illegal, at the time of the accident.
7. Killed Rural No. - Number of persons killed in rural accidents.
8. Killed Urban No. - Number of persons killed in urban accidents.
9. Killed Alcohol Rel/Acc. - Number of persons killed in alcohol-related accidents. (See above definition of alcohol-related accidents.)
10. Killed Drug Rel/Acc. - Number of persons killed in drug-related accidents. (See above definition of drug-related accidents.)
11. Injured Rural No. - Number of persons injured (A, B, and C type injuries) in rural accidents.
12. Injured Urban No. - Number of persons injured (A, B, and C type injuries) in urban accidents.
13. Injured Alcohol Rel/Acc. - Number of persons injured in alcohol-related accidents. (See above definition of alcohol-related accident.)
14. Injured Drug Rel/Acc. - Number of persons injured in drug-related accidents. (See above definition of drug-related accident.)

15. Employment Investigations No. - Number of investigations made on prospective employees.
16. Employment Investigation Hrs. - Hours expended investigating prospective employees.
17. Personnel Complaints Investigated No. - Number of investigations made into alleged personnel misconduct. This would include written and oral complaints.
18. Personnel Complaints Investigated Hrs. - Hours expended investigating complaints on personnel.
19. Stolen Property No. - Number of "finds" or "catches" of stolen property. Not itemized such as refrigerator, stove, television, etc., but categorized such as household goods. Example: an officer finds a truck load of goods to be stolen; he carries one (1) Stolen Property No. - not the number of items found to be stolen. (When more than one Trooper is involved in this category, only one (1) Trooper will use this category. All Troopers involved in the process will carry the hours.)
20. Stolen Property Hrs. - Hours expended investigating what turns out to be stolen property.
21. Stolen Vehicles Recovered No. - Number of stolen vehicles recovered. (When more than one Trooper recovers a stolen vehicle, only one (1) Trooper will use this category. All Troopers involved in the recovery will carry the hours.)
22. Stolen Vehicles Recovered Hrs. - Hours expended in investigations which resulted in the recovery of one or more stolen vehicles.
23. Traffic Complaints No. - Number of traffic complaints to which were responded. The complaint may be received orally or in written form and must be responded to by investigation on the Patrol's part. A traffic complaint is not an accident but is a situation involving traffic about which a citizen complains. Speed traps, drag racing, etc., would be examples of traffic complaints. (When more than one Trooper investigates a traffic complaint, only one (1) Trooper will use this category. All Troopers concerned will carry the hours.)
24. Traffic Complaints Hrs. - Hours expended investigating a traffic complaint. Does not include hours prosecuting or adjudicating.
25. Total Investigation Hrs. - Total number of hours expended on investigations. This total provides a sub-total for the entire report so it is imperative that Total Investigation Hours be the sum of all the hours shown in this section.

ROUTINE DUTY

26. Arrests M/H Total - Total number of moving hazardous arrests written.
27. Arrests M/H in Acc. - Number of moving hazardous arrests written arising from the investigation of an accident.
28. Arrests Drug Rel. - Number of arrests made for the offense of driving under the influence of drugs.

29. Arrests DUI - Number of arrests made for the offense of driving under the influence of alcohol.
30. Arrests Speeding - Number of arrests written for the offense of speeding.
31. Arrests Truckers - Number of arrests written to truckers for traffic violations. It is felt that most of these will be for moving hazardous offenses, but some will be for other offenses; all will be included here. Discretion should be used in the guidance of which truck arrests to show here: Personal pick-up trucks are obviously not to be carried. This item is included to determine the number of violations of PSC- and ICC-regulated trucks.
32. Arrests Other Total - Total number of arrests made for violations other than of a moving-hazardous nature. This would include drivers license violations, sale or possession of drugs or other contraband, etc.
33. Arrests Other in Acc. - Number of arrests of a non-hazardous nature resulting from investigation of an accident.
34. Arrests Littering - Number of arrests written for the offense of littering.
35. Arrests MVI - Number of arrests written for violation of the Motor Vehicle Inspection Law. This would include violations for the lack of a sticker, improper sticker, or an expired sticker, but would not include arrests for violations such as the theft of stickers. Theft of stickers would come under the category of Stolen Property.
36. Arrests Veh. Emission Control Act - Number of arrests for violation of the Vehicular Visible Emissions Control Act.
37. Warnings M/H Total - Number of warning tickets written for moving hazardous offenses.
38. Warnings Speeding - Number of warning tickets written for speeding violations.
39. Warnings Truckers - Number of warning tickets written to truckers for traffic violations. It is felt that most of these will be for moving hazardous offenses, but some will be for other offenses; all will be included here. Discretion should be used in the guidance of which truck arrests to show here: Personal pick-up trucks are obviously not to be carried. This item is included to determine the number of violations of PSC- and ICC-regulated trucks.
40. Warnings Other Total - Number of warnings written for non-hazardous offenses.
41. Warnings - Littering - Number of warnings written for the offense of littering.
42. Warnings MVI - Number of warnings written for violation of the Motor Vehicle Inspection Law. This would include violation for the lack of a sticker, an improper sticker, or an expired sticker.
43. Warnings Veh. Emission Cont. - Number of warnings written for violation of the Vehicular Visible Emissions Control Act.

NOTE: Although all the arrests and warnings categories by which there is an asterisk (*) are included in the total arrests and warnings categories, the sum of these categories will not necessarily be the figure shown on the total arrests and warnings category. Example: One (1) truck arrest or warning may net an arrest or warning for MVI violation, speeding, etc. Itemized arrests and warnings are strictly for study of particular violations, not to show a breakdown of the total numbers of arrests and warnings.

44. Aid to Other Officers No. - Number of times Troopers give assistance to another officer in the line of duty. This would include a Trooper's assistance in the subduing of a violent person, the help a Trooper gives in surrounding a house to flush out a criminal, or other related assistance given.
45. Aid to Other Officers Hrs. - Hours expended in assistance of other officers.
46. Aid to Travelers No. - Number of times aid or assistance was given to a member of the motoring public. This help may be in the form of directions, change of flat tires, fetching gasoline, etc.
46. Aid to Travelers Hrs. - Hours expended in giving assistance to travellers. It is anticipated that the number category will far outnumber the hours category here, but it is envisioned that periodically one aid to traveller can take much more than one hour.
48. Pedestrian Enforcement No. - Number of pedestrians warned or arrested for traffic-related violations.
49. Total Routine Duty Hours - Total number of hours in "Routine Duty" section. This total provides a sub-total for the entire report so it is imperative that this category be the sum of all the hours shown under "Routine Duty".

COURT DUTY

50. Civil/Other Court Hours - Hours expended in civil and other courts not including traffic court. Include time inside the courthouse, whether waiting to be called or actually on the witness stand. Do not include travel time to and from court.
51. Traffic Court Hrs. - Hours expended in traffic court. Obviously, the court title plays a small role in this category, since Probate, Superior, State, etc., are all titles of traffic courts in Georgia. The idea here is to capture the number of hours spent prosecuting traffic cases. Include Grand Jury and Traverse Jury time. Include time inside the courthouse, whether waiting to be called or actually on the witness stand. Do not include travel time to and from court.
52. Total Court Duty Hrs. - Total number of hours in "Court Duty" section. This total provides a sub-total for the entire report so it is imperative that this category be the sum of all the hours shown under "Court Duty".

OTHER DUTY

53. Administrative Hrs. - Hours expended performing management or executive level duties; as distinguished from Supervisory Hours, which is loosely defined as line duty supervision. It is not anticipated that field or line personnel will use this category.

54. Call-Standby Hrs. - Obligated time. These are hours which the employee is subject to return to active duty at short notice. This would include night call, riot control standby, etc.
55. Car Repair Hrs. - Hours taken away from regular duties to repair vehicle. This would include such things as flat tire repairs, but not servicing or other repairs which are not to be performed on work time.
56. Civil Disorder No. - Only Troop Commanders or the supervisor of the Community Relations Unit will use this category. This is necessary to document the number of civil disorders which occur. Troop Commanders or the supervisor of the Community Relations Unit must make the determination of whether the strife is indeed a civil disorder and, in the event of its recurrence, whether it is the same civil disorder. Only one of this category will be carried for each civil disorder. All members involved in the civil disorder will carry the hours.
57. Civil Disorder Hrs. - Hours expended on civil disorders.
58. Criminals Apprehended No. - Number of criminals caught as a result of manhunts, searches, traffic stops, etc. Includes known criminals and escapees but not traffic or other minor violators. (When more than one Trooper is involved in the capture of a criminal, only one (1) Trooper will use this category. All Troopers involved in the capture will carry the hours.)
59. Criminals Apprehended Hrs. - Hours expended which result in the apprehension of one or more criminals.
60. Disaster Hrs. - Hours expended on a detail resulting from a disaster. This would not include tornadoes, but would include plane crashes, bombings, etc. (See No. 91).
61. Driver Lic. Detail Hrs. - Hours expended on the issuance of drivers licenses.
62. D/L Hearings No. - Number of hearings held for the reinstatement of a revoked or suspended drivers license. (When more than one Trooper conducts a hearing, only one (1) Trooper will use this category. All Troopers involved will carry the hours.)
63. D/L Hearing Hrs. - Hours expended on driver license hearings.
64. Escorts No. - Number of official escorts, i.e., the accompaniment of motor-cades, over-size vehicles, etc. (If more than one Trooper is assigned a singular escort, only one (1) Trooper should show the escort on his activity form. All Troopers involved should show the number of hours they spent with the escort.)
65. Escorts Hrs. - Number of hours expended on escorts.
66. First Aid Rendered No. - Number of administrations of first aid. Here, include one "first aid rendered" for each person to whom the service was rendered, regardless of the number of Troopers rendering the aid. Each Trooper performing the first aid will so indicate on his activity form.
67. First Aid Rendered Hrs. - Hours expended rendering first aid.

68. Inspectional Hrs. - Hours expended on inspections of personnel, buildings, and grounds. It is anticipated that the Inspectional Services Unit and, to a lesser degree, the Troop Officers, will make the greatest use of this category.
69. Instruction Hrs. - Hours expended giving instruction to a class of students. This would include classroom lecture at the Police Academy, public or private schools, special classes, etc.
70. License P/U No. - Total number of drivers or registration licenses picked up which have been revoked, suspended, or cancelled. (If more than one Trooper is involved in the P/U of a license, only one (1) Trooper will use this category. All Troopers involved will carry the hours.)
71. License P/U Hrs. - Hours expended on picking up suspended, revoked, or cancelled licenses.
72. DUI Lic. P/U No. - Number of licenses picked up which were revoked for DUI.
73. DUI Lic. P/U Hrs. - Number of hours expended on picking up license which were revoked for DUI.
74. Office Hrs. - Hours expended performing those duties commonly associated with clerical duties (e.g., filing, typing, etc.).
75. Radio Operator Hrs. - Hours expended performing those duties regularly assigned to Radio Operators.
76. Radio Repair Hrs. - Hours taken away from regular duties to repair 2-way radio.
77. Relay Blood/Medic. No. - Number of relays of blood or medicine. (Since the intent of this category is to determine the number of relays performed, the originator of the relay will be the only one to use this category. All Troopers involved in the relay will carry the hours.)
78. Relay Blood/Medic. Hrs. - Number of hours expended on the relay of blood or medicine.
79. Relay Pers./Packages No. - Number of relays of persons or packages. (Since the intent of this category is to determine the number of relays performed, the originator of the relay will be the only one to use this category. All Troopers involved in the relay will carry the hours.)
80. Relay Pers./Packages Hrs. - Number of hours expended on the relay of persons or packages.
81. Road Check Hrs. - Number of hours expended on road checks.
82. Safety Talks No. - Number of safety talks given. This would include radio or TV talks as well as talks to Rotary, Lions, or other clubs.
83. Safety Talks Hrs. - Number of hours expended on safety talks.
84. School Bus Insp. No. - Number of school buses inspected. (If more than one Trooper inspects one bus, only one (1) Trooper will use this category. All Troopers inspecting the bus will show the hours expended.)

85. School Bus Insp. Hrs. - Hours expended on the inspection of school buses.
86. Searches No. - Number of searches in which the Patrol becomes involved. This would include searches for lost persons, criminals, etc. (If more than one Trooper is involved in a search, only one (1) Trooper will use this category. All Troopers involved will show the hours expended.)
87. Searches Hrs. - Hours expended on searches.
88. Security Hrs. - This category will be used mostly by Headquarters Security Unit and Executive Security Unit, but will include other details such as VIP visits when security assignments are made.
89. Staff Meetings Hrs. - Hours expended attending meetings of a staff or Departmental nature. This would include Post, Post Commander, Troop Commander, and other related meetings.
90. Supervisory Hrs. - Hours expended performing duties of a supervisory nature. See "Administrative Hours".
91. Tornado Hrs. - Hours expended on details which result from a tornado's occurrence. (See No. 60)
92. Traffic Regulations No. - Number of times traffic direction or traffic control was performed. Include the following: 1) directing traffic at an accident scene if that is your primary duty at the scene; 2) directing traffic at football games, races, etc. (If directing traffic for the same function, carry only one (1) traffic regulation. Example: If an officer directs traffic before and after a football game, but takes time out to watch the football game, he would carry one (1) traffic regulation, not two.); 3) other regulation as governed by supervisor.
93. Traffic Regulation Hrs. - Hours expended on actual traffic regulation detail.
94. Training Hrs. - Hours expended in classroom or other place of learning when training is the objective of the detail.
95. Other Hrs. - Hours expended on items and categories not listed on the activity report. It is anticipated that only units other than Posts will use this category and that they will maintain proper documentation to identify what the "Other Hours" consisted of upon request. (Most of this documentation will be on the Form 612S.)
96. Total Other Duty Hrs. - Hours expended performing duties in the "Other Duty" section. This category should be the sum of all the hours listed in this section with the exception of the "DUI Lic. P/U Hrs.", category which is included in the "Lic. P/U Hrs." category.

PATROL INFORMATION

97. Patrol No. - Number of patrols; tours of duty. If more than one Trooper is assigned to one patrol only one (1) Trooper will use this category. His partner will use the "partner" category as well as the "partner hrs." category to reflect that his status was simply that of a partner, but that he performed the same duties as his counterpart.

98. Patrol Hrs. - Hours expended on patrol. These hours will not be inclusive of any other hours itemized on the activity report.
99. Partner No. - Number of assignments as a partner. (See "Patrol No." above.)
100. Partner Hrs. - Hours expended as a partner. This would be inclusive of all the hours on the tour of duty, unless it is obvious that an itemized category be used.
101. Patrol Miles - Miles travelled while on patrol duty.
102. Other Miles - Miles travelled on an official function not of a patrol nature. License and other details will not be classed as patrols, "Patrol Miles" and "Other Miles" will only include miles logged on official State vehicles.
103. (To be used later.)
104. Total Hours Duty - The sum of all hours enumerated in the activity report. This category should reflect the total hours shown in "Investigation", "Routine Duty", "Court Duty", "Other Duty", and "Patrol Information" sections.

ANNEX - H

Vehicle Reports

Existing Policy: "Forms and Reports", No: 62 (I)

"This monthly report shall be maintained by each member to whom a Department vehicle is assigned and/or kept up-to-date by any member operating a Department vehicle. At the end of each month, the report should be completed, typed, and submitted to the secretary of the Garage with the assignee maintaining a carbon copy of the report if he wishes. A copy of the form is seen in Exhibit J."

Due Date: 5th day of month for previous month.

Amendment: None



ANNEX - I

Department Accident Reports

Existing Policy: "Accidents", No: 5 (D)

Department Vehicles Involved In

1. A member involved in an accident while driving a State-owned vehicle shall, by the quickest means practicable, notify the Post Commander in whose post territory the collision occurred, advise the location of the collision, the extent of injuries to persons involved, and the extent of property damage.
2. The involved member shall obtain the names, addresses, drivers license numbers, registration numbers, and insurance information (company and policy number, if available) of all drivers involved in the collision. The names and addresses of all witnesses to the collision shall be obtained when possible.
3. Assistant Troop Commanders shall investigate or have investigated all patrol car accidents in their territories and forward the results of the investigation to the Commanding Officer, the Troop Commander, and the affected Post Commander. A narrative written by the investigator shall be included giving complete results of the investigation and stating whether or not disciplinary action is recommended.
4. Post Commanders shall investigate or have investigated all accidents in their territory involving Departmental vehicles not investigated by Assistant Troop Commanders.
5. In the event the involved member cannot comply with paragraphs 1 and 2 (above), these duties shall be performed by the first member to arrive at the scene.
6. Drivers of patrol cars involved in accidents shall forward a narrative giving complete details of the accident to the Commanding Officer, through channels. This narrative may be attached to the accident report and both shall be forwarded within three (3) days following the accident.
7. The supervisor of the Garage shall be notified by phone as soon as feasible following an accident involving a Department vehicle.
8. Distribution of patrol car accident reports (note which should receive attachments)
 - a. Two copies shall be forwarded with the twice-weekly report to the Accident Reporting Section, P. O. Box 1456, Atlanta, Georgia, 30301.
 - b. The original (with all attachments) shall be forwarded to the Commanding Officer, Georgia State Patrol, P. O. Box 1456, Atlanta, Georgia, 30301.

- c. One copy (with all attachments) shall be forwarded to the Logistics Officer, Department of Public Safety, P. O. Box 1456, Atlanta, Georgia, 30301.
 - d. One copy shall be forwarded to the State Safety Coordinator, Department of Administrative Services, Box 38198, Capitol Hill Station, Atlanta, Georgia, 30334
 - e. One copy (with all attachments) shall be forwarded to the affected Troop Commander.
 - f. One copy shall be filed in the post files.
 - g. At his discretion, the Post Commander may wish to file one copy (with all attachments) in his private files.
9. It is imperative that the odometer reading and the permanent number of the vehicle be recorded on the accident report.
 10. Each accident involving a Department vehicle shall be reviewed by the Accident Review Board having jurisdiction of the driver of the Department vehicle. Provisions of the Board as outlined in Organization Report 4 shall be adhered to.

GEORGIA UNIFORM MOTOR VEHICLE ACCIDENT REPORT DP5-523(7/76)												CASE NO.											
Accident No.		Date		Time		Inpt. notified at:		By Phone Radio Post		Offices notified at:		Officer arrived at:											
County		Inside <input type="checkbox"/> Outside <input type="checkbox"/>		City of		Distance _____ /100 miles		1. <input type="checkbox"/> North 3. <input type="checkbox"/> South 2. <input type="checkbox"/> East 4. <input type="checkbox"/> West															
H-HAD OF OCCURRENCE		City street & block and name		Lowest St. Hwy		County Rd. No.		R.O. Sec./Sub Sec.		Rtl. King or Bridge I.D. No.													
AT ITS INT. INTERSECTION WITH		City street address and name		Lowest St. Hwy		County Rd. No.		and continuing in the same direction the next reference point is:															
NOT AT INTERSECTION WITH		Distance _____ Feet		North <input type="checkbox"/> East <input type="checkbox"/> South <input type="checkbox"/> West <input type="checkbox"/>		Lowest St. Hwy		County Rd. No.		Miles Post No.													
Veh. No. 1		Drivers License No.		State		Class		Veh. No. 2		Drivers License No.		State Class											
Driver Last Name				First				Middle				Driver Last Name				First				Middle			
Address												Address											
City - State				Local Res. <input type="checkbox"/> Out of State <input type="checkbox"/>				City - State				Local Res. <input type="checkbox"/> Out of State <input type="checkbox"/>											
D.O.B.		Race		Sex		Type		U.I. TEST		Blood <input type="checkbox"/> Urine <input type="checkbox"/> Results		D.O.B.		Race		Sex		Type		U.I. TEST		Blood <input type="checkbox"/> Urine <input type="checkbox"/> Results	
1 <input type="checkbox"/> NOT Drinking		3 <input type="checkbox"/> Drinking not known if impaired		5 <input type="checkbox"/> Not known if drinking		1 <input type="checkbox"/> Not Drinking		3 <input type="checkbox"/> Drinking not known if impaired		5 <input type="checkbox"/> Not known if drinking		1 <input type="checkbox"/> Not Drinking		3 <input type="checkbox"/> Drinking not known if impaired		5 <input type="checkbox"/> Not known if drinking		1 <input type="checkbox"/> Not Drinking		3 <input type="checkbox"/> Drinking not known if impaired		5 <input type="checkbox"/> Not known if drinking	
2 <input type="checkbox"/> Drinking, not impaired		4 <input type="checkbox"/> Under influence alc/drugs		6 <input type="checkbox"/> Under influence alc/drugs		2 <input type="checkbox"/> Drinking, not impaired		4 <input type="checkbox"/> Under influence alc/drugs		6 <input type="checkbox"/> Under influence alc/drugs		2 <input type="checkbox"/> Drinking, not impaired		4 <input type="checkbox"/> Under influence alc/drugs		6 <input type="checkbox"/> Under influence alc/drugs		2 <input type="checkbox"/> Drinking, not impaired		4 <input type="checkbox"/> Under influence alc/drugs		6 <input type="checkbox"/> Under influence alc/drugs	
Owners last name				First				Middle				Owners last name				First				Middle			
Address												Address											
City - State				City - State																			
License Plate No.		State		Year		Odometer		License Plate No.		State		Year		Odometer									
V.I.N.		Insp. No.		Year		V.I.N.		Insp. No.		Year													
Year		Make		Model		Type		Class		Year		Make		Model		Type		Class					
Speed Limit		Est. Speed		DAMAGE		1 <input type="checkbox"/> Slight 3 <input type="checkbox"/> Severe		Speed Limit		Est. Speed		DAMAGE		1 <input type="checkbox"/> Slight 3 <input type="checkbox"/> Severe									
2 <input type="checkbox"/> Moderate 4 <input type="checkbox"/> Extensive		2 <input type="checkbox"/> Moderate 4 <input type="checkbox"/> Extensive		2 <input type="checkbox"/> Moderate 4 <input type="checkbox"/> Extensive		2 <input type="checkbox"/> Moderate 4 <input type="checkbox"/> Extensive		2 <input type="checkbox"/> Moderate 4 <input type="checkbox"/> Extensive		2 <input type="checkbox"/> Moderate 4 <input type="checkbox"/> Extensive		2 <input type="checkbox"/> Moderate 4 <input type="checkbox"/> Extensive		2 <input type="checkbox"/> Moderate 4 <input type="checkbox"/> Extensive									
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Veh. removed to				Veh. removed to																			
Violation causing accident				Violation no. (see instt)				Violation causing accident				Violation no. (see instt)											
Other violations				Citation no.				Other violations				Citation no.											
Cause of accident if different from violation				Cause of accident if different from violation				Cause of accident if different from violation				Cause of accident if different from violation											
1 <input type="checkbox"/> DRIVER 2 <input type="checkbox"/> ROAD 3 <input type="checkbox"/> VEHICLE 4 <input type="checkbox"/> WEATHER 5 <input type="checkbox"/> PEDESTRIAN				1 <input type="checkbox"/> DRIVER 2 <input type="checkbox"/> ROAD 3 <input type="checkbox"/> VEHICLE 4 <input type="checkbox"/> WEATHER 5 <input type="checkbox"/> PEDESTRIAN				1 <input type="checkbox"/> DRIVER 2 <input type="checkbox"/> ROAD 3 <input type="checkbox"/> VEHICLE 4 <input type="checkbox"/> WEATHER 5 <input type="checkbox"/> PEDESTRIAN				1 <input type="checkbox"/> DRIVER 2 <input type="checkbox"/> ROAD 3 <input type="checkbox"/> VEHICLE 4 <input type="checkbox"/> WEATHER 5 <input type="checkbox"/> PEDESTRIAN											
DAMAGE TO PROPERTY OTHER THAN VEHICLES				Approximate cost to repair \$ _____				Name others, show ownership, and state nature of damage															
REMARKS:																							

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MAIL TO: Department of Public Safety, Accident Reporting Unit, P. O. Box 1456, Atlanta, Georgia 30301

ANNEX - J

Evaluation Policies

These are policies relating to vehicles and any other area having direct bearing on the evaluation of the two groups.

Vehicle Use:

Existing Policy: "Patrols", No: 97 (L)

Resident Patrolling Procedures

1. Post Commanders shall grant non-commissioned officers and Troopers under their respective commands, who live in the Post territory or within a twenty-five mile radius of the Post, permission to drive a patrol car to and from home if the patrol car is not needed for another assignment.
2. The personnel who exercise this privilege shall perform all routine patrol duties until he goes out of service by radio. He shall be required to go out of service by radio again upon his arrival at home and in service when he departs for the Post.
3. If the member lives within his assigned route, the Post Commander is authorized to permit him to go in service by radio and proceed on his assignment without reporting to the Post. This shall be at the discretion of the Post Commander.
4. Upon going in service, the member shall make an inquiry with his respective Post regarding any special assignments, bulletins, etc. The radio operator on duty shall make an appropriate entry in the Post Blotter and initial.
5. At the end of his tour of duty each day, the member shall report in to the Post and handle all routine matters such as refueling vehicle, signing in Post Blotter, turning in activity, reviewing correspondence, etc.

Amendment: All individuals in Test Posts and Control Posts will complete a Supplemental Activity Report while under the Resident Patrolling Policy. Also, individuals in the Test Posts and the Control Posts will be required to sign into the Post prior to going on patrol and sign out at the end of the duty shift.

Vehicle Use

Existing Policy: "Vehicle, Departmental", No: 139 (J)

1. When not assigned to a field function or when otherwise no vehicle is assigned to the member, the use of a Department vehicle must be approved through the Logistics Officer or through established Motor Pool procedures.
2. Whether a vehicle is assigned to a member or if the member has use of a motor pool vehicle, he shall be governed by the following restrictions in the use of department vehicles:
 - a. Vehicles shall not be used for private or personal purposes (not limited to the following:)
 - (1) Shopping
 - (2) "Riding around"
 - (3) Pleasure trips
 - (4) Vacations
 - (5) Recreational purposes
 - (6) Visiting
 - (7) Non-department related transportation
 - b. Subordinates shall not use department vehicles unbeknownst to supervisor.
 - c. Department vehicles shall not be used in visiting establishments of ill repute except in the line of duty.
 - d. Department vehicles shall only be used in the exercise of Department-related business.

Policy Compliance

Existing Policy: "Enforcement of Policies", No: 53

- A. Role of Supervisor
 1. All supervisors are entrusted with much responsibility, not the least of which is to monitor the conduct of subordinates. It is not anticipated that there will be 100% compliance to policies 100% of the time, therefore, supervisors must assume the role of director of attitudes.
 2. Supervisors have the authority to dictate local policy and to see that administered policy is adhered to.
 3. Supervisors shall use discretion in enforcement of policies, but should be mindful that their actions are clearly visible to subordinates and supervisors as well.
 4. Supervisors shall inform their immediate supervisor when someone under his command is in violation of policy, what action was taken, and why.
- B. Discipline for Non-Concurrence
 1. Discipline shall be taken at the level required to produce corrective action.

R E S O L U T I O N

Adopted February 8, 1978 by the Board of Public Safety:

WHEREAS: Georgia Laws 1937, pp. 322, 324 as amended by Georgia Laws 1972, pp. 1015, 1028 creates the Board of Public Safety to establish the general policy to be followed by the Department of Public Safety.

WHEREAS: The Board of Public Safety has the authority to designate the Commissioner of the Department of Public Safety to act in its behalf.

NOW, THEREFORE PURSUANT TO THE AUTHORITY VESTED IN US AS THE BOARD OF PUBLIC SAFETY, STATE OF GEORGIA, PARTICULARLY BY VIRTUE OF THE PROVISIONS OF THE AFORESAID ACTS, IT IS HEREBY

ORDERED: That the Commissioner of Public Safety pursuant to H. B. 1223 "Appropriations: Fiscal Year 1977 - 78" shall act on its behalf in development of and implementation of plans for a "one-man, one-car" policy for the Georgia State Patrol.

ORDERED: That the Commissioner of Public Safety pursuant to the aforesaid House Bill shall act on its behalf the submission of such plans to the Office of Planning and Budget prior to such plans implementation.

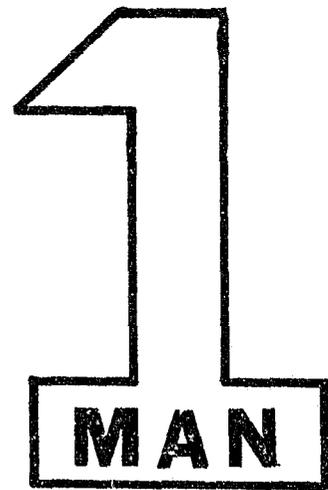
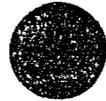
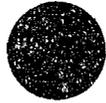
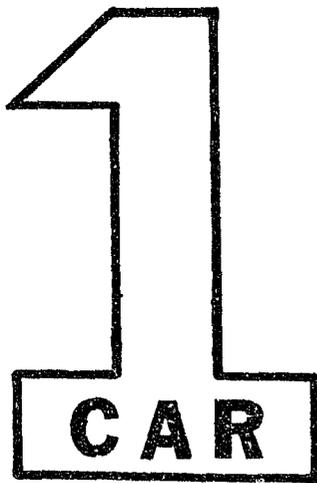
ORDERED: That the Commissioner of Public Safety pursuant to the aforesaid House Bill shall act on its behalf in implementing a "one-man, one-car" policy in at least twelve patrol posts of the Georgia State Patrol, subject to the availability of present and future appropriations for such use.

SO RESOLVED: This _____ day of _____, 1978.

Board of Public Safety
State of Georgia

By: _____

J. Lane Johnston, Secretary



REPORTING GUIDELINES
AND
INFORMATION

State of Georgia
Department of Public Safety
4/4/78

The following forms and information are provided to each of you so that you may fully understand the total concept of the One Car : One Man Evaluation.

Throughout the planning and preparation of the approach, we tried to place the majority of the burden on the Headquarters Staff, rather than on the Posts.

Your responsibility for additional reporting is limited to the Supplemental Off Duty Activity and Off Duty Unusual Occurances.

These are explained in more detail in the following report. The time schedules and responsibilities are also given.

The Department is being viewed closely on the results of this evaluation and the future of this program rests on the data collected in future months. It is for this reason that all information provided by you be as complete, accurate and timely as possible.

ONE CAR : ONE MAN

<u>Test</u>	<u>Control</u>
3	28
4	1
5	41
7	27
8	20
12	18
19	21
22	40
23	42
30	31
32	6
34	39

ONE CAR : ONE MAN
POST'S RESPONSIBILITIES

The following is the reporting and time responsibilities of each Post in the Evaluation.

1. Submit the Standard Activity Report (DPS-612B) to Planning as currently being done.
2. Submit the Supplemental Report for off duty activity to the Management and Research Section within 5 days after the end of the reporting month.
3. Continue to submit the "Dailey Vehicle Report" (DPS-556) in the usual manner. These are also needed within 5 days following the end of the report month. Insure that each repair is fully described.
4. Submit to the Management and Research Section within 5 days following the end of each month the "unusual occurances form".
5. Continue to submit the investigative report on all accidents involving Departmental vehicles. It is important that the reports clearly identify the cause of the accident. If the vehicle was the cause, detail the reasons and circumstances surrounding the conclusion.

ONE CAR : ONE MAN
EVALUATION CHECK LIST

TEST	
3	
4	
5	
7	
8	
12	
19	
22	
23	
30	
32	
34	
CONTROL	
1	
6	
18	
20	
21	
27	
28	
31	
39	
40	
41	
42	

DESCRIPTION: Used internally to monitor responses from each of the evaluation posts. A column will be made for each item that is to be submitted from the posts and the deadline for the submission. As this information is received, the date will be posted. This will allow Headquarters staff to maintain current status on all incoming reports.

ONE CAR : ONE MAN
VEHICLE ASSIGNMENT RECORD

ONE CAR : ONE MAN
VEHICLE ASSIGNMENT RECORD

POST: _____

TEST/CONTROL: _____

	PERMANENT NUMBER	*	DATE ASSIGNED	ODOMETER READING	ASSIGNED TO	RESIDENT MILES TO/FROM POST **
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
13.						
14.						
15.						
16.						
17.						
18.						

*P = Plain/marked BG = Blue and Grey/marked
**Round Trip Miles from Individuals Residence to Patrol Post

Description: Lists individual vehicle assignment by Post. Also indicates the resident (round trip) miles between the Post and the residence.

ONE CAR : ONE MAN
TYPE RESIDENCE

ONE CAR : ONE MAN
TYPE RESIDENCE

POST : _____

TEST/CONTROL: _____

	NAME	BADGE NO.	ADDRESS (Street & City)	TYPE NEIGHBORHOOD					
				APARTMENTS	SUB-DIVISION	CITY BLOCK	FARM OR RURAL	OTHER	
1.									
2.									
3.									
4.									
5.									
6.									
7.									
8.									
9.									
10.									
11.									
12.									
13.									
14.									
15.									
16.									
17.									
18.									
19.									
20.									

Description: Denotes the type of residence location for each Trooper.

Apartments : A group of apartments or condominiums. Group packing, joint driveway or multi-family dwelling.

City Block: Within the city limits and in the standard block concept.

Subdivision: Several houses in one group along the same roadway. For the purpose of this study, a subdivision does not have to be identified development, but will consist of at least five or more houses together in a group.

Farm or Rural : Where a residence is alone on a roadway or when there are less than five houses in one group. Acreage with the residence is not important. The category is based on distance between residences.

ONE CAR : ONE MAN
OPERATING

OPERATING REPORTS

1. "Dailey Vehicle Report" (DPS-556): Received monthly from each Post for each vehicle. Once received, the operating volumes for fuel, oil, tires, etc., will be applied toward cost constants to determine a consistent operating cost. Any repairs listed will be reviewed and applied toward repair constants of repair time and costs.
2. "One Car : One Man/Cost Constants": Used to maintain constants applied against the "Dailey Vehicle Report". Each time a new constant is applied, it will be added to the form. The constants will be applied throughout the evaluation period to insure uniformity.
3. "One Car : One Man/Repair Record": Completed for each repair incident on an evaluation vehicle. Cost constants are applied to insure uniformity.
4. "One Car : One Man/Vehicle Evaluation Report": Maintained on each vehicle. Indicates the operating costs and efficiency elements for each month the vehicle is in operation.
5. "One Car : One Man/Post Vehicle Monthly Summary": Consolidated report obtained from the "Vehicle Evaluation Report" on each vehicle in each one of the evaluation Posts.
6. "One Car : One Man/Monthly Comparison Report": A consolidated report comparing the vehicle evaluation of the Test group against the Control group.
7. "Georgia Uniform Motor Vehicle Accident Report" (DPS-523): Copy of report on each of the evaluation vehicles will be used to determine cause and cost associated with each accident. Data provided will be used to complete "One Car : One Man/Accident Analysis".
8. "One Car : One Man/Accident Analysis": Completed as an abstract of the "Georgia Uniform Motor Vehicle Accident Report." Additional information from statements may be used to more adequately determine the cause.

ONE CAR : ONE MAN
REPAIR RECORD

ONE CAR : ONE MAN
REPAIR RECORD

VEHICLE PERMANENT NO.: _____

DATE VEHICLE ASSIGNED: _____

POST: _____

TEST/CONTROL: _____

1. DATE _____ ODOMETER READING _____ LOCATION OF REPAIR _____

REPAIR: TYPE REPAIR: (M/B): _____

REPAIR DOWN/REPAIR TIME: _____ COST-PARTS: _____ COST-LABOR: _____

COST: TOTAL COST: _____

2. DATE _____ ODOMETER READING _____ LOCATION OF REPAIR _____

REPAIR: TYPE REPAIR: (M/B): _____

REPAIR DOWN/REPAIR TIME: _____ COST-PARTS: _____ COST-LABOR: _____

COST: TOTAL COST: _____

3. DATE _____ ODOMETER READING _____ LOCATION OF REPAIR _____

REPAIR: TYPE REPAIR: (M/B): _____

REPAIR DOWN/REPAIR TIME: _____ COST-PARTS: _____ COST-LABOR: _____

COST: TOTAL COST: _____

4. DATE _____ ODOMETER READING _____ LOCATION OF REPAIR _____

REPAIR: TYPE REPAIR: (M/B): _____

REPAIR DOWN/REPAIR TIME: _____ COST-PARTS: _____ COST-LABOR: _____

COST: TOTAL COST: _____

5. DATE _____ ODOMETER READING _____ LOCATION OF REPAIR _____

REPAIR: TYPE REPAIR: (M/B): _____

REPAIR DOWN/REPAIR TIME: _____ COST-PARTS: _____ COST-LABOR: _____

COST: TOTAL COST: _____

Description: Provides information on each repair incident for each vehicle in the evaluation. The information will be based on data supplied by the Post and a repair manual. This will provide for uniform costs and down time.

Repairs will be designated in two categories; mechanical and body work.

ONE CAR : ONE MAN
VEHICLE EVALUATION REPORT

One Car : One Man
Vehicle Evaluation Report

VEHICLE PERMANENT NO.: _____

DATE VEHICLE ASSIGNED: _____

POST: _____

TEST/CONTROL: _____

	1	2	3	4	5	6	7	8	9	10	Year to Date
1. Ending Odometer Reading											
2. Previous Odometer Reading											
3. Total Miles Traveled											
4. Gasoline Used (Gals.)											
5. Oil Used (Qts.)											
6. Tires Used											
7. Down Time - Mech.											
8. Down Time - Body											
9. Down Time-Total											
10. Cost - Gasoline											
11. Cost - Oil											
12. Cost - Tires											
13. Cost - Mech. Repair											
14. Cost - Body Repair											
15. Cost - Total Repair											
16. Total Cost											
17. Miles Per Gallon (Gas)											
18. Miles Per Qt. of Oil											
19. Miles Per Hr. Down Time - Mech.											
20. Miles Per Hr. Down Time - Body											
21. Miles Per Hr. Down Time - Total											
22. Cost Per Mile - Operating											
23. Cost Per Mile - Repair											
24. Total Cost Per Mile											
25. Average Miles Per Month											

Description: Provides the monthly and year to date efficiency and cost measures for each vehicle in the evaluation.

ONE CAR : ONE MAN
POST VEHICLE MONTHLY SUMMARY

One Car : One Man
Post Vehicle Monthly Summary

POST: _____

IMPLEMENTATION DATE: _____

TEST/CONTROL: _____

NUMBER OF VEHICLES: _____

	1	2	3	4	5	6	7	8	9	10	Year to Date
1. Total Miles Traveled											
2. Gasoline Used (Gals.)											
3. Oil Used (Qts.)											
4. Tires Used											
5. Down Time (Hrs.) - Mech.											
6. Down Time (Hrs.) - Body											
7. Down Time (Hrs.) - Total											
8. Cost - Gasoline											
9. Cost - Oil											
10. Cost - Tires											
11. Cost - Mech. Repair											
12. Cost - Body Repair											
13. Cost - Total Repair											
14. Total Cost											
15. Miles Per Gallon (Gas)											
16. Miles Per Qt. of Oil											
17. Miles Per Hr. Down Time - Mech.											
18. Miles Per Hr. Down Time - Body											
19. Miles Per Hr. Down Time - Total											
20. Cost Per Mile - Operation											
21. Cost Per Mile - Repair											
22. Total Cost Per Mile											
23. Miles Per Month (Average)											

Description: Provides the monthly and year-to-date efficiency and cost measures of each Post in the evaluation.

OFFICER'S USE ONLY
ACCIDENT ANALYSIS

VEHICLE RECD. NO.: _____ MAKE: _____
 NUMBER PLATE: _____ TEST/CONTROL: _____
 POST: _____ ACCIDENT NO.: _____

1. DATE: _____ 2. DAY: _____ 3. TIME: _____ 4. COUNTY: _____
 5. DISTRICT: _____ 6. TOWNSHIP: _____ 7. RANGE: _____ 8. VEHICLE: _____
 9. SPEED: _____ ESTIMATED SPEED: _____ 10. SPEED: _____ 11. DISTANCE: _____ 12. DAMAGE: _____
 13. POINT OF IMPACT: _____ AREA OF DAMAGE: _____ 14. DAMAGE: _____

15. CONTRIBUTING FACTOR: _____
 16. OBJECT STRUCK: _____
 17. LOCATION OF OBJECT: _____

18. AREA: _____ PEDESTRIAN ACCIDENT: _____ PEDESTRIAN MANEUVER: _____
 19. PED. PHYSICAL/ MENTAL RESULTS: _____ PEDESTRIAN SOBRIETY: _____ SAFETY EQUIPMENT: _____
 20. TYPE OF ACCIDENT: _____ ROAD CHARACTER: _____
 21. ROAD COMPOSITION: _____ SURFACE DEFECTS: _____
 22. LIGHT CONDITIONS: _____ 23. WEATHER: _____
 24. LOCATION OF HIGHWAY: _____ 25. LOCATION AT POINT OF IMPACT: WHERE: _____
 26. DIRECTIONAL ANALYSIS: _____ PATROL VEHICLE: _____ OTHER VEHICLE: _____ OTHER VEHICLES: _____
 27. VIOLATIONS: 1. _____ DRIVER: _____
 2. _____ DRIVER: _____
 3. _____ DRIVER: _____
 28. CAUSE, IF NOT VIOLATIONS: _____ PATROL OR PURSUIT: _____

Description: Provides the detailed information needed to determine the cause and circumstances surrounding each accident involving an evaluation vehicle.

ONE CAR : ONE MAN
ACTIVITY

ACTIVITY REPORTS

1. "One Car : One Man/Activity Report-Year:_____": Prepared to establish a trend of previously reported activity. This will also be used in the final evaluation to determine what change, if any, resulted from the evaluation.
2. "One Car : One Man/Activity Rating/1975-1979": Prepared to establish the enforcement rating for previous years and to compare the rating obtained during the evaluation period against prior months to previous years.
3. "Activity Report/Individual-Weekly" (DPS-612A): Completed and submitted as presently provided. Activity to contain all activity, both on and off duty.
4. "Activity Report/Individual-Weekly (Supplemental)" (DPS-612A): Completed by each Trooper in the evaluation showing the activity resulting during off duty status.
5. "Activity Report/Post-Monthly" (DPS-612B): Completed and submitted as presently provided. Activity to contain all activity, both on and off duty.
6. "Activity Report/Post-Monthly (Supplemental)" (DPS-612B): Completed by each post in the Evaluation by consolidating the individual Trooper activity reports. Activity will be that collected while on an off duty status.
7. "One Car : One Man/Off Duty Activity Report": Maintained on each post in the Evaluation. Data will be taken from the Supplemental Report submitted by each Post.
8. "One Car : One Man/Off Duty Activity Report (Group Total)": Obtained by the consolidation of the Posts "Off Duty Activity Reports".
9. "One Car : One Man/Off Duty Activity (Comparison)": Comparison of all duty activity collected by the two groups. This shows the total amount of off duty generated by the two groups rather than the difference.
10. "One Car : One Man/Unusual Occurances": Completed by each Trooper in the Evaluation when an occurrence of an important, or unusual, nature occurs while he is in an off duty status.

Example: Assisted in Robbery incident; responded to an accident with injuries and was able to save a life, or prevent further injury; responded to an "Officer needs assistance" call; etc.

ONE CAR : ONE MAN
ACTIVITY REPORT
YEAR: _____

POST: _____

TEST/CONT'G: _____

ACTIVITY	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL
----------	---------	----------	-------	-------	-----	------	------	--------	-----------	---------	----------	----------	-------

INVESTIGATIONS

1	Accidents Rural No.												
2	Accidents Rural Hrs												
3	Accidents Urban No.												
4	Accidents Urban Hrs												
5	*Accidents Alcohol Hrs												
6	*Accidents Drug Rel.												
7	Killed Rural No.												
8	Killed Urban No.												
9	*Killed Alcohol Rel/Acc.												
10	*Killed Drug Rel/Acc.												
11	Injured Rural No.												
12	Injured Urban No.												
13	*Injured Alcohol Rel/Acc.												
14	*Injured Drug Rel/Acc.												
15	Employment Inv. No.												
16	Employment Inv. Hrs.												
17	Pers. Complaints Inv. No.												
18	Pers. Complaints Inv. Hrs.												
19	Stolen Property No.												
20	Stolen Property Hrs.												
21	Stolen Veh. Recovered No.												
22	Stolen Veh. Recovered Hrs.												
23	Traffic Complaints No.												
24	Traffic Complaints Hrs.												
25	TOT. INVESTIGATION HRS.												

ROUTINE DUTY

26	Arrests M/H Total												
27	*Arrests M/H in Acc.												
28	*Arrests Drug Rel.												
29	*Arrests DUI												
30	*Arrests Speeding												
31	*Arrests Truckers												
32	Arrests Other Total												
33	*Arrests Other in Acc.												
34	*Arrests Littering												
35	*Arrests MVI												
36	*Arrests Veh. Emission Cont.												
37	Warnings M/H Total												
38	*Warnings Speeding												
39	*Warnings Truckers												
40	Warnings Other Total												
41	*Warn. Littering												
42	*Warn. MVI												
43	*Warn. Veh. Emission Cont.												
44	A-F to Other Officers No.												
45	A-F to Other Officers Hrs												
46	A-F to Travelers No.												
47	A-F to Travelers Hrs												
48	Pat. Enforcement No.												
49	TOT. ROUTINE DUTY HRS.												

COURT DUTY

50	Civil Court Hrs.												
51	Traffic Court Hrs.												
52	TOT. COURT DUTY HRS.												

ACTIVITY	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL
----------	---------	----------	-------	-------	-----	------	------	--------	-----------	---------	----------	----------	-------

OTHER DUTY

53	Administrative Hrs												
54	Car Standby Hrs												
55	Car Wash Hrs												
99													
100													
101													
102													
103													
104	TOT. HOURS ON DUTY												

*INCLUDED IN TOTAL

Description: Lists the activity by month for each Post in the evaluation. Reports will be for the last three (3) years and also maintained for each month of the evaluation period.

ONE CAR : ONE MAN
ACTIVITY RATING
1975 - 1979

Post: _____

Test/Control: _____

Total: _____

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL
1	ARRESTS												
9	WARNINGS												
7	TOTAL												
5	PATROL HRS.												
	RATING												

1	ARRESTS												
9	WARNINGS												
7	TOTAL												
6	PATROL HRS.												
	RATING												

1	ARRESTS												
9	WARNINGS												
7	TOTAL												
7	PATROL HRS.												
	RATING												

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL
1	ARRESTS												
9	WARNINGS												
7	TOTAL												
8	PATROL HRS.												
	RATING												

1	ARRESTS												
9	WARNINGS												
7	TOTAL												
9	PATROL HRS.												
	RATING												

	RATING												
	1975												
	1976												
	1977												
	1978												
	1979												

Description: Provides the proficiency rating for each Post by month for the previous three years. Rating is computed as follows: (Arrests + Warnings) ÷ Patrol Hours X 100 = Rating.

**ACTIVITY REPORT
INDIVIDUAL - WEEKLY**

SUPPLEMENTAL

NAME _____ BADGE NUMBER _____ SOCIAL SECURITY NUMBER _____

POST/UNIT _____ TROOP/SECTION _____ REPORTING DATE: _____, THRU _____ 19__

ACTIVITY	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	C O D E	WEEKLY TOTAL
----------	--------	--------	---------	-----------	----------	--------	----------	------------------	-----------------

INVESTIGATIONS

Accidents Rural No.								1	
Accident Rural Hrs.								2	
Accidents Urban No.								3	
Accidents Urban Hrs.								4	
*Accidents Alcohol Rel.								5	
*Accidents Drug Rel.								6	
Killed Rural No.								7	
Killed Urban No.								8	
*Killed Alcohol Rel/Acc.								9	
*Killed Drug Rel/Acc.								10	
Injured Rural No.								11	
Injured Urban No.								12	
*Injured Alcohol Rel/Acc.								13	
*Injured Drug Rel/Acc.								14	
Employment Inv. No.								15	
Employment Inv. Hrs.								16	
Pers. Complaints Inv. No.								17	
Pers. Complaints Inv. Hrs.								18	
Stolen Property No.								19	
Stolen Property Hrs.								20	
Stolen Veh. Recovered No.								21	
Stolen Veh. Recovered Hrs.								22	
Traffic Complaints No.								23	
Traffic Complaints Hrs.								24	
TOTAL INVESTIGATION HRS.								25	

ROUTINE DUTY

Arrests M/H Total								26	
*Arrests M/H in Acc.								27	
*Arrests Drug Rel.								28	
*Arrests DUI								29	
*Arrests Speeding								30	
*Arrests Truckers								31	
Arrests Other Total								32	
*Arrests Other in Acc.								33	
*Arrests Littering								34	
*Arrests MVI								35	
*Arrests Veh. Emission Cont.								36	
Warning M/H Total								37	
*Warning Speeding								38	
*Warning Truckers								39	
Warning Other Total								40	
*Warn. Littering								41	
*Warn. MVI								42	
*Warn. Veh. Emission Cont.								43	
Aid to Other Officers No.								44	
Aid to Other Officers Hrs.								45	
Aid to Travelers No.								46	
Aid to Travelers Hrs.								47	
Enforcement No.								48	
TOTAL ROUTINE DUTY HRS.								49	

COURT DUTY

Civil/Other Court Hrs.								50	
Traffic Court Hrs.								51	
TOTAL COURT DUTY HRS.								52	

ACTIVITY	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	CO DE	WEEKLY TOTAL
----------	--------	--------	---------	-----------	----------	--------	----------	----------	-----------------

OTHER DUTY

Administrative Hrs.									53
Call Standby Hrs.									54
Repair Hrs.									55
Civil Disorder No.									56
Civil Disorder Hrs.									57
Criminals Apprehended No.									58
Criminals Apprehended Hrs.									59
Disaster Hrs.									60
Driver Lic. Detail Hrs.									61
D/L Hearing No.									62
D/L Hearing Hrs.									63
Escorts No.									64
Escorts Hrs.									65
First Aid Rendered No.									66
First Aid Rendered Hrs.									67
Inspectional Hrs.									68
Instruction Hrs.									69
Lic. Picked Up No.									70
Lic. Picked Up Hrs.									71
*DUI Lic. Picked Up No.									72
*DUI Lic. Picked Up Hrs.									73
Office Hrs.									74
Radio Operator Hrs.									75
Radio Repair Hrs.									76
Relay Blood/Medic. No.									77
Relay Blood/Medic. Hrs.									78
Relay Parts/Packages No.									79
Relay Parts/Packages Hrs.									80
Road Check Hrs.									81
Safety Talks No.									82
Safety Talks Hrs.									83
School Bus Insp. No.									84
School Bus Insp. Hrs.									85
Searches No.									86
Searches Hrs.									87
Security Hrs.									88
Staff Meetings Hrs.									89
Supervisory Hrs.									90
Tornado Hrs.									91
Traffic Regulations No.									92
Traffic Regulations Hrs.									93
Training Hrs.									94
Other Hrs.									95
TOTAL OTHER DUTY HRS.									96

PATROL INFORMATION

Patrol No.									97
Patrol Hrs.									98
Partner No.									99
Partner Hrs.									100
Patrol Miles									101
Other Miles									102
									103

TOTAL HOURS ON DUTY									104
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*INCLUDED IN TOTAL

ACTIVITY REPORT
POST/UNIT - MONTHLY

SUPPLEMENTAL

POST/UNIT _____ TROOP/SECTION _____ REPORTING MONTH _____, 19____

ACTIVITY	1ST WEEK	2ND WEEK	3RD WEEK	4TH WEEK	5TH WEEK	6TH WEEK	CODE	MONTHLY TOTAL	YEAR TO DATE	LAST YEAR
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INVESTIGATIONS

Accidents Rural No.							1			
Accident Rural Hrs.							2			
Accidents Urban No.							3			
Accidents Urban Hrs.							4			
* Accidents Alcohol Rel.							5			
* Accidents Drug Rel.							6			
Killed Rural No.							7			
Killed Urban No.							8			
* Killed Alcohol Rel/Acc.							9			
* Killed Drug Rel/Acc.							10			
Injured Rural No.							11			
Injured Urban No.							12			
* Injured Alcohol Rel/Acc.							13			
* Injured Drug Rel/Acc.							14			
Employment Inv. No.							15			
Employment Inv. Hrs.							16			
Pers. Complaints Inv. No.							17			
Pers. Complaints Inv. Hrs.							18			
Stolen Property No.							19			
Stolen Property Hrs.							20			
Stolen Veh. Recovered No.							21			
Stolen Veh. Recovered Hrs.							22			
Traffic Complaints No.							23			
Traffic Complaints Hrs.							24			
TOTAL INVESTIGATION HRS.							25			

ROUTINE DUTY

Arrests M/H Total							26			
* Arrests M/H in Acc.							27			
* Arrests Drug Rel.							28			
* Arrests DUI							29			
* Arrests Speeding							30			
* Arrests Truckers							31			
Arrests Other Total							32			
* Arrests Other in Acc.							33			
* Arrests Littering							34			
* Arrests MVI							35			
* Arrests Veh. Emission Cont.							36			
Warning M/H Total							37			
* Warning Speeding							38			
* Warning Truckers							39			
Warning Other Total							40			
* Warn. Littering							41			
* Warn. MVI							42			
* Warn. Veh. Emission Cont.							43			
Aid to Other Officers No.							44			
Aid to Other Officers Hrs.							45			
Aid to Travelers No.							46			
Aid to Travelers Hrs.							47			
Pat. Enforcement No.							48			
TOTAL ROUTINE DUTY HRS.							49			

COURT DUTY

Civil/Other Court Hrs.							50			
Traffic Court Hrs.							51			
TOTAL COURT DUTY HRS.							52			

ACTIVITY	1ST WEEK	2ND WEEK	3RD WEEK	4TH WEEK	5TH WEEK	6TH WEEK	CODE	MONTHLY TOTAL	YEAR TO DATE	LAST YEAR
----------	----------	----------	----------	----------	----------	----------	------	---------------	--------------	-----------

OTHER DUTY

Administrative Hrs.							53			
Car Standby Hrs.							54			
Car Repair Hrs.							55			
Civil Disorder No.							56			
Civil Disorder Hrs.							57			
Criminals Apprehended No.							58			
Criminals Apprehended Hrs.							59			
Disaster Hrs.							60			
Driver Lic. Detail Hrs.							61			
D/L Hearing No.							62			
D/L Hearing Hrs.							63			
Escorts No.							64			
Escorts Hrs.							65			
First Aid Rendered No.							66			
First Aid Rendered Hrs.							67			
Inspectional Hrs.							68			
Instruction Hrs.							69			
Lic. Picked Up No.							70			
Lic. Picked Up Hrs.							71			
*DUI Lic. Picked Up No.							72			
*DUI Lic. Picked Up Hrs.							73			
Office Hrs.							74			
Radio Operator Hrs.							75			
Radio Repair Hrs.							76			
Relay Blood/Medic. No.							77			
Relay Blood/Medic. Hrs.							78			
Relay Pers/Packages No.							79			
Relay Pers/Packages Hrs.							80			
Road Check Hrs.							81			
Safety Talks No.							82			
Safety Talks Hrs.							83			
School Bus Insp. No.							84			
School Bus Insp. Hrs.							85			
Searches No.							86			
Searches Hrs.							87			
Security Hrs.							88			
Staff Meetings Hrs.							89			
Supervisory Hrs.							90			
Tornado Hrs.							91			
Traffic Regulations No.							92			
Traffic Regulations Hrs.							93			
Training Hrs.							94			
Other Hrs.							95			
TOTAL OTHER DUTY HRS							96			

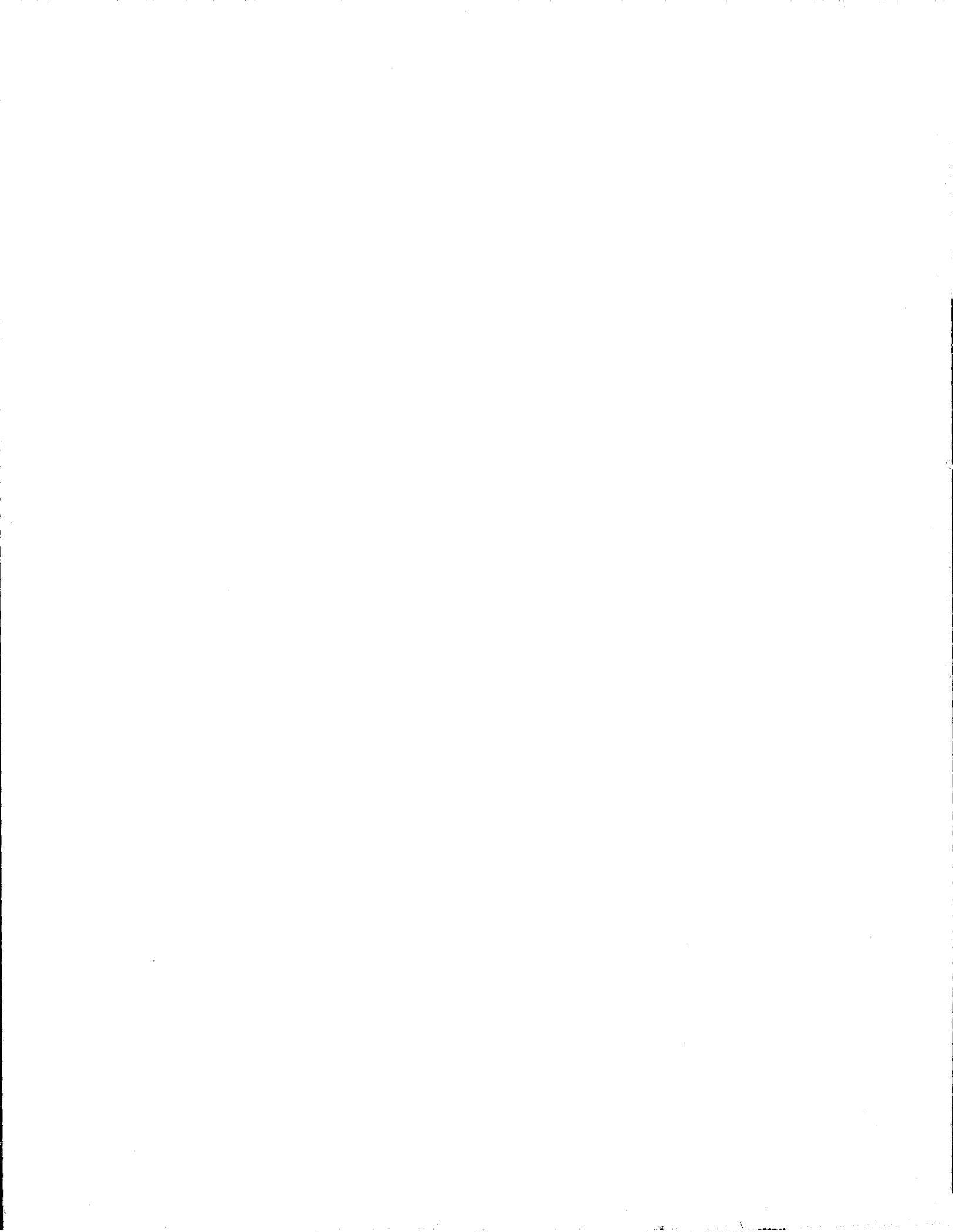
PATROL INFORMATION

Patrol No.							97			
Patrol Hrs.							98			
Partner No.							99			
Partner Hrs.							100			
Patrol Miles							101			
Other Miles							102			
							103			

TOTAL HOURS ON DUTY

104

*INCLUDED IN TOTAL



ACTIVITY	3	4	5	7	8	12	19	22	23	30	32	34	TOTAL
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OTHER DUTY

53	Administrative Hrs.												
54	Call Standby Hrs.												
55	Car Repair Hrs.												
56	Civil Disorder No.												
57	Civil Disorder Hrs.												
58	Criminals Apprehended No.												
59	Criminals Apprehended Hrs.												
60	Disaster Hrs.												
61	Driver Lic. Detail Hrs.												
62	D/L Hearing No.												
63	D/L Hearing Hrs.												
64	Escorts No.												
65	Escorts Hrs.												
66	First Aid Rendered No.												
67	First Aid Rendered Hrs.												
68	Inspectional Hrs.												
69	Instruction Hrs.												
70	Lic. Picked Up No.												
71	Lic. Picked Up Hrs.												
72	*DUI Lic. Picked Up No.												
73	*DUI Lic. Picked Up Hrs.												
74	Office Hrs.												
75	Radio Operator Hrs.												
76	Radio Repair Hrs.												
77	Relay Blood/Medic. No.												
78	Relay Blood/Medic. Hrs.												
79	Relay Pers/Packages No.												
80	Relay Pers/Packages Hrs.												
81	Road Check Hrs.												
82	Safety Talks No.												
83	Safety Talks Hrs.												
84	School Bus Insp. No.												
85	School Bus Insp. Hrs.												
86	Searches No.												
87	Searches Hrs.												
88	Security Hrs.												
89	Staff Meetings Hrs.												
90	Supervisory Hrs.												
91	Tornado Hrs.												
92	Traffic Regulations No.												
93	Traffic Regulations Hrs.												
94	Training Hrs.												
95	Other Hrs.												
96	TOT. OTHER DUTY HRS.												

PATROL INFORMATION

97	Patrol No.												
98	Patrol Hrs.												
99	Partner No.												
100	Partner Hrs.												
101	Patrol Miles												
102	Other Miles												
103													

104	TOT. HOURS ON DUTY												
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*INCLUDED IN TOTAL

ACTIVITY	1	6	18	20	21	27	28	31	39	40	41	42	TOTAL
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OTHER DUTY

53	Administrative Hrs.												
54	Call Standby Hrs.												
55	Car Repair Hrs.												
56	Civil Disorder No.												
57	Civil Disorder Hrs.												
58	Criminals Apprehended No.												
59	Criminals Apprehended Hrs.												
60	Disaster Hrs.												
61	Driver Lic. Detail Hrs.												
62	D/L Hearing No.												
63	D/L Hearing Hrs.												
64	Exports No.												
65	Exports Hrs.												
66	First Aid Rendered No.												
67	First Aid Rendered Hrs.												
68	Instructional Hrs.												
69	Instruction Hrs.												
70	Lic. Picked Up No.												
71	Lic. Picked Up Hrs.												
72	*DUI Lic. Picked Up No.												
73	*DUI Lic. Picked Up Hrs.												
74	Office Hrs.												
75	Radio Operator Hrs.												
76	Radio Repair Hrs.												
77	Relay Blood/Medic. No.												
78	Relay Blood/Medic. Hrs.												
79	Relay Pers/Packages No.												
80	Relay Pers/Packages Hrs.												
81	Road Check Hrs.												
82	Safety Talks No.												
83	Safety Talks Hrs.												
84	School Bus Insp. No.												
85	School Bus Insp. Hrs.												
86	Searches No.												
87	Searches Hrs.												
88	Security Hrs.												
89	Staff Meetings Hrs.												
90	Supervisory Hrs.												
91	Tornado Hrs.												
92	Traffic Regulations No.												
93	Traffic Regulations Hrs.												
94	Training Hrs.												
95	Other Hrs.												
96	TOT. OTHER DUTY HRS.												

PATROL INFORMATION

97	Patrol No.												
98	Patrol Hrs.												
99	Partner No.												
100	Partner Hrs.												
101	Patrol Miles												
102	Other Miles												
103													

104	TOT. HOURS ON DUTY												
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*INCLUDED IN TOTAL

ONE CAR : ONE MAN
OFF DUTY ACTIVITY

MONTH NO. : _____

MONTH: _____

	GROUP TOTAL		
	TEST	CONTROL	TOTAL
1-Number of Troopers			

INVESTIGATIONS

2-Accidents Rural No.			
3-Accident Rural Hrs.			
4-Accidents Urban No.			
5-Accidents Urban Hrs.			
6-Pers. Complaints Inv. No.			
7-Pers. Complaints Inv. Hrs.			
8-Stolen Property No.			
9-Stolen Property Hrs.			
10-Stolen Veh. Recovered No.			
11-Stolen Veh. Recovered Hrs.			
12-Traffic Complaints No.			
13-Traffic Complaints Hrs.			
14-Tot. Investigation Hrs.			

ROUTINE DUTY

1-Arrests M/H Total			
16-Arrests M/H in Acc.			
17-Arrests Drug Rel.			
18-Arrests DUI			
19-Arrests Speeding			
20-Arrests Truckers			
21-Arrests Other Total			
22-Arrests Other in Acc.			
23-Arrests Littering			
24-Arrests MVI			
25-Arrests Veh. Emission Cont.			
26-Warning M/H Total			
27-Warning Speeding			
28-Warning Truckers			
29-Warning Other Total			
30-Warning Littering			
31-Warning MVI			
32-Warn. Veh. Emission Cont.			
33-Aid to Other Officers No.			
34-Aid to Other Officers Hrs.			
35-Aid to Travelers No.			
36-Aid to Travelers Hrs.			
37-Ped. Enforcement No.			
38-Tot. Routine Duty Hrs.			

MONTH NO.: _____

MONTH: _____

		GROUP TOTAL		
TEST		CONTROL	TOTAL	

COURT DUTY

39-Civil/Other Court Hrs.				
40-Traffic Court Hrs.				
41-Tot. Court Duty Hrs.				

OTHER DUTY

42-Car Repair Hrs.				
43-Criminals Apprehended No.				
44-Criminals Apprehended Hrs.				
45-Escorts No.				
46-Escorts Hrs.				
47-First Aid Rendered No.				
48-First Aid Rendered Hrs.				
49-Lic. Picked Up No.				
50-Lic. Picked Up Hrs.				
51-*DUI Lic. Picked Up No.				
52-*DUI Lic. Picked Up Hrs.				
53-Radio Repair Hrs.				
54-Relay Blood/Medic. No.				
55-Relay Blood/Medic Hrs.				
56-Relay Pers/Packages No.				
57-Relay Pers/Packages Hrs.				
58-Road Check Hrs.				
59-Searches No.				
60-Searches Hrs.				
61-Security Hrs.				
62-Traffic Regulations No.				
63-Traffic Regulations Hrs.				
64-Training Hrs.				
65-Other Hrs.				
66-Tot. Other Duty Hrs.				

PATROL INFORMATION

67-Off Duty Trip No.				
68-Off Duty Trip Hrs.				
69-Off Duty Trip Miles				

ONE CAR : ONE MAN
UNUSUAL OCCURRENCES

ONE CAR : ONE MAN
UNUSUAL OCCURRENCES

POST : _____
TROOPER : _____
MONTH : _____
TEST/CONTROL: _____

1. DATE _____ TIME _____
LOCATION _____ VEHICLE PERM. NO. _____
DETAIL DESCRIPTION _____

2. DATE _____ TIME _____
LOCATION _____ VEHICLE PERM. NO. _____
DETAIL DESCRIPTION _____

Description: Provides for a description of occurrences responded to by off-duty Troopers while in route to the Post and to their residence. This will not be used for minor incidents such as normal arrests, but for unusual performance. (Example: Apprehension of a felony, saving a life, etc.).

END