



Virginia Commonwealth University
Transportation Safety Training Center
Crash Investigation Team
Report Number 193 – July, 2005

ABSTRACT

The traffic crash described in this report occurred on a rural, divided four-lane primary highway. It was a single vehicle, run off the road incident involving a 19-year-old sailor on active duty with the U.S. Navy, who was en route to his ship for Sunday morning duty. The driver was alone and had been driving for several hours during the predawn time. The driver had just negotiated a long, flat, gentle curve and traveled along a straight and slightly downgraded section of roadway. While on the tangent section, the driver allowed the vehicle to gradually run off the right side of the road. The car traveled in a relatively straight line while on the grassy shoulder until its' left front collided with a large tree. The car then rotated off the tree and rolled over in a swampy area, partially ejecting its' driver. The driver later died from his injuries while being transported to the local hospital.

This report illustrates the hazards of driving while fatigued and driving after taking drugs. It also illustrates the unsafe condition of many teens and young adults who are affected by chronic sleep deprivation. This report emphasizes the need for active military personnel and ranking supervisors to review their current policy, practices and awareness education activities to improve on safety matters concerning sleep deprivation, including ways to reduce the hazards associated with driving while drowsy. Also discussed in this report are the probable defects of this car's safety belt and airbag systems and the need for car owners to have their vehicles periodically inspected.

The high incidence of military traffic deaths occurring on the Commonwealth's highways are also discussed in this report.

**Virginia Commonwealth University
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SYNOPSIS

Day, Time, Season: Sunday, 7:27 a.m., winter

Road/Weather: Dry and cold with intermittent patchy fog

Vehicle Involved: 1997 Pontiac Grand Am

Summary: The Pontiac ran off the road, struck a tree and rolled over, partially ejecting the driver.

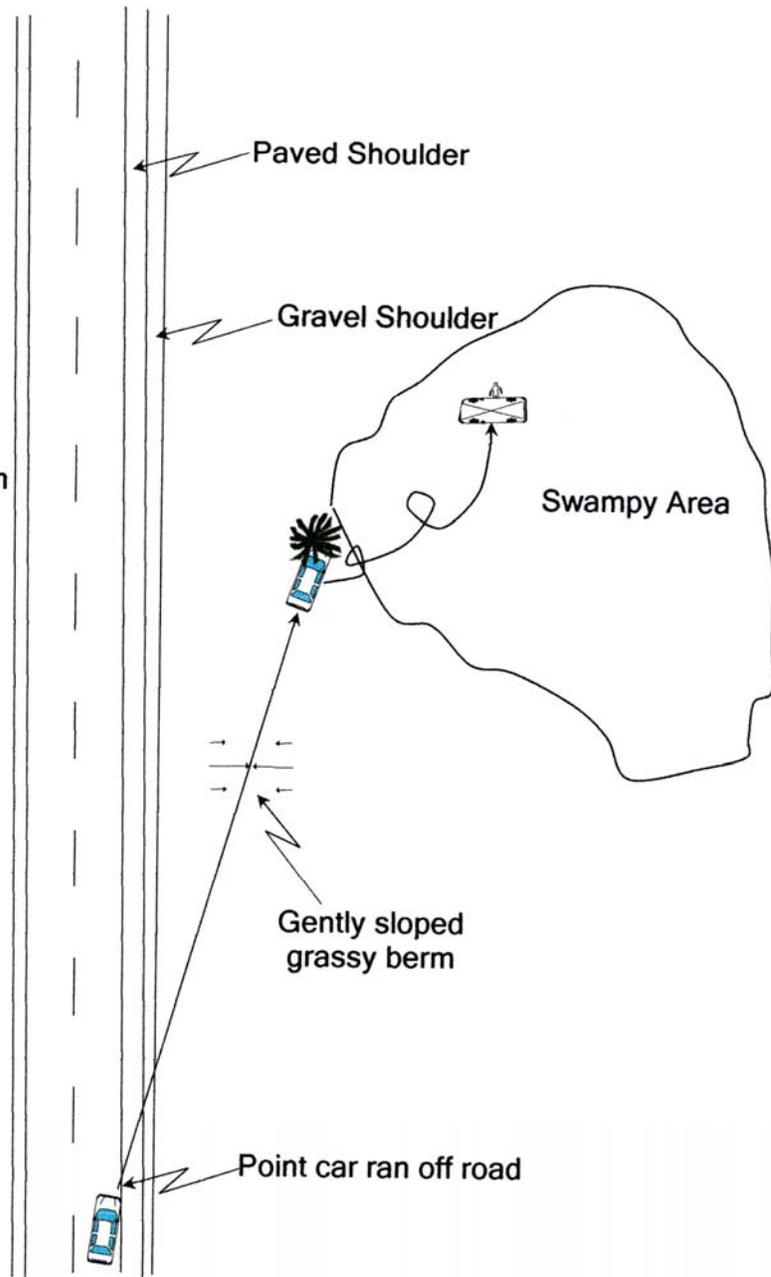
Severity: One fatality and extensive property damage

Probable Cause: The 19-year-old driver fell asleep at the wheel due to chronic sleep deprivation. Underlying his condition were his life patterns (partying, staying up late at night, and lack of routine, sufficient sleep) and his use of drugs. Contributing to his fatal injuries were the non-deployment of the driver's airbag and the possible malfunction of his safety belt.

Significant Points: Driving while drowsy; irregular/insufficient sleep patterns; overload of activities in a short weekend visitation – typical of many young adults generally and military personnel on leave; the need for younger adults to know and heed the dangers associated with chronic sleep deprivation; driving under the influence of drugs; history of safety belt “problems” associated with this car; the probable malfunction in the car's airbag system; the importance of military authorities to study ways to combat sleep deprivation disorders among their personnel; and the numbers, severity and causes of recent military traffic deaths occurring in Virginia.

Virginia Crash Investigation Team
Report Number 193-05
Rural Primary Highway

Grass Median



CRASH DESCRIPTION

On a clear dry Sunday morning in mid-January, sometime just before dawn, a 19-year-old, lone male was driving his 1997 4-door Pontiac Grand Am east on a rural four-lane, divided primary highway. The posted speed limit was 55 mph. The driver, a member of the U.S. Navy, was on active duty and assigned to a docked ship at a naval base. He had spent the weekend visiting a high school friend in an area of the state approximately 200 miles from the port and was returning to his ship for duty scheduled at 7:30 a.m. For unknown reasons, he had taken a longer alternate route which is not a direct route to his destination. While traveling eastbound about 50 miles from his ship, he had just negotiated a long, flat and gentle right hand curve with no apparent difficulty and began traveling on a long, slight downgrade, straight section of road. At a point 1200 feet from the curve, the Pontiac gradually ran off the right side of the road. With no evasive steering or braking action taken by its' driver, the car crossed over a narrow gravel shoulder and entered a gently sloped, wide grassy shoulder. The car continued straight ahead with only the slope of the shoulder influencing the car's path of travel. After traveling 175 feet, the vehicle's left front violently collided with a large tree. The tree was located 27 feet from the pavement's edge. The collision caused the car's left front bumper, fender and A-post to immediately collapse toward the driver.



Photo #1. View looking east, in the direction that the Pontiac was originally traveling. Photo was taken where the car ran off the road, about 200 feet prior to the tree that was struck in the background. NOTE long, straight design of roadway, the asphalt paved shoulder and gently sloped grassy berm. The area was dark at the time of the crash.

The impact caused the car to begin a counterclockwise rotation as it moved against the tree with its' left front door. Due to the muddy and grassy surface, compounded by the downward-sloped shoulder, the rotating car started to roll over with the right side leading. The Pontiac rolled at least 1-½ times while still rotating and came to rest 53 feet from the tree and 75 feet from the road's edge. It was facing north, toward the road, lying partially on its right side and roof. Since the car came to rest in a low-lying swampy area, part of its' side and roof were submerged in about one foot of water and mud. Reeds and high grass between the car and the road partially obscured its visibility to passing motorists. The roadway and surrounding area was dark with no overhead lighting.

Because he was unbelted at the time of the collision, the driver was initially thrown forward and to his left when the tree penetrated the left side/corner of the car. His head struck the tree as the car was rotating off it and he was partially ejected when the Pontiac came to its' final rest.

Sometime after the collision, passing motorists saw "steam and smoke" coming from the vicinity beyond the damaged tree. When visibility improved as dawn approached and the patchy fog started to lift, other motorists were able to see the damaged car lying in the swamp. They exited their vehicles and ran to the aid of the driver, who was alive but unconscious. The driver was lying with his head and upper torso partially in the mud and grass, and his buttocks and legs were in the damaged front passenger compartment area. Motorists called authorities on their cell phones and waited for rescue and police personnel to arrive. The driver was removed from the vehicle by EMS personnel and taken via ambulance to the nearest hospital located about 18 miles away. While en route, he died from his head and chest injuries without regaining consciousness. Several city police officers arrived to investigate the crash. The car was removed from the scene and the police cleared the site about four hours after being called. From papers found on the driver's person and from inside the car, the investigating officer notified Navy authorities and the victim's parents. Because the crash was off the road, no other motorists were involved and no other difficulties were experienced at the scene.

REMARKS

Physical evidence at the scene was well documented by the investigating officer. Follow-up observation and analysis led the Crash Team to concur with the officer's conclusion that the driver fell asleep at the wheel. This determination is based on several factors: the driver's history of insufficient sleep; the gradual 4 degree angle that the car ran off the road; the long and straight path the car traveled along the shoulder toward the struck tree; and the lack of signs of braking and swerving at the last minute. The tire tracks in the grass indicate that the car's tires were rolling over the 175 feet from the pavement's edge to the tree. The grass in these tracks was pushed down in a

forward pattern as opposed to being dug up or furrowed by a sliding or skidding tire. Only two tire tracks were present in the grass over this distance indicating that the rear tires were tracking on top of the front tire paths. Had the driver steered along the travel distance, three or four tire tracks would have been present, meaning an off-tracking maneuver had been performed. Once the car was off the pavement, the softness of the grassy shoulder presented a relatively quiet and smooth ride, which would have done little to wake the driver. Since the narrow gravel shoulder immediately adjacent to the pavement's edge was well packed and not loose, it probably did not throw up stones underneath the car's frame. Thus, there was little noise or vibration to warn the driver that he was off the road. (Shoulder "rumble strips" typically used on interstate highways but not used on other Virginia roadways may have alerted this driver had they been in place at the time of the crash). It is likely that the driver was using the car's cruise control on the morning of the crash, as his family reported was his habit when driving on open highways. If the device was activated at the 55 mph speed limit in this area (80.63 feet per second), then the car would have covered the 175 feet off the road in just over 2 seconds. Even if he had been aroused by an audible or vibratory means, it is doubtful, given this short time frame, the driver could have stopped before striking the tree. However, he may have been able to slow and/or steer enough to avoid the tree. If this had occurred, the outcome of this crash may have been less severe.



Photo #2. Closer view of the tree that was struck. NOTE background where car came to rest in a swampy, grassy area where the car had rolled over and the driver was partially ejected.

This crash is consistent with research published by the NHTSA, on crashes in which sleepiness was a relevant factor. They report several common characteristics. (1) The problem usually occurs during late night/early morning. During these hours, the normal human circadian rhythm prepares the body for rest. (2) The crash involves a single vehicle leaving the roadway. (3) The crash occurs on a high-speed road. (4) The driver makes no attempts to avoid the crash. (5) The driver is alone in the vehicle. This crash reflects the characteristics of drowsy driving crashes.

According to the family, friends and Navy personnel, the 19-year-old driver had been planning his weekend trip for at least several days prior to leaving. His last day on duty was uneventful; he arrived on ship at the start of the normal morning shift and worked until about 4 p.m. He then went off-ship to his apartment, which he shared with a fellow shipmate. There he reportedly took a two hour “nap”, had something to eat and set out on his drive to his friend’s home, approximately 200 miles away. His roommate had planned to accompany him but decided not to go. He told the Crash Team that the 1997 Pontiac was not in the “greatest” condition and he was leery about it. Specifically, he reported the front two safety belts would not stay latched while the car was in motion and they had a tendency to come apart at the slightest jolt.

An ATM receipt found in the car after the crash indicating the driver got cash and filled his car with gasoline while still near his apartment at 7:34 p.m. on the evening of his departure. He arrived at his friend’s apartment nearly four hours later, after an apparently uneventful drive. This friend had been close to the driver in high school and he advised that they stayed up until about 5 o’clock Saturday morning talking and catching up. The two decided to get some rest and slept until around 11:30 a.m. They went driving, shopping and just hanging out together the rest of the afternoon and early evening.

Later that night they went to a club for a couple of hours because the friend was a member of a rock band that was performing there that night and he wanted the driver to hear their music. The two young men arrived back at the apartment before midnight, where they “sat around and talked”. The driver’s friend said he fell asleep around midnight but was unsure if the driver slept. The friend awoke around 2:00 a.m. Sunday morning to find that the driver was awake. They continued to talk a while when the driver remarked that he had to head back to the ship for duty. Around 3:00 a.m., the driver departed alone for his return drive back to his ship. Nothing more is known of the driver’s activities until the crash was reported to emergency dispatchers at 7:27 a.m. Sunday morning.

Information about the driver’s activities during the 48 hours prior to his death reveal that, at the very least, he was in a state of acute sleep deprivation the morning of the crash. Between the time that he reported to work Friday morning (6:30 a.m.) and the time his vehicle was spotted and called

in (7:27 a.m. Sunday morning), a span of over 48 hours, the driver had slept between 8 and 10 hours. The normal amount of sleep for adults in this same time frame would have been between 14 and 16 hours. Thus, he had an acute sleep “debt” of at least 6 hours. Sleep loss can lead to drowsiness and a tendency to fall asleep; it can also impair driving performance in a number of other areas, including reaction times, vigilance, attention and information processing. No one familiar with this driver and his plans could explain why he had failed to take the most direct route when returning to his ship. His impaired state, however, may have contributed to his missing the appropriate exits and then failing to remedy his mistake in an expedient fashion.

In addition to the evidence supporting the driver’s acute state of sleep deprivation, interviews with his shipmates and supervisors revealed that he probably suffered from chronic sleep deprivation. His supervisors reported that the young man had a habit of reporting late and falling asleep on the job and had been referred for a medical evaluation of possible sleep problems. He was tested and found to have normal sleep patterns. These were the first hints that some other factor was involved in his tardiness and sleepiness at work. His friends indicated that he was a very sociable individual who enjoyed partying, even during the week when he had to work the following day.

The weekend this sailor died was typical of his lifestyle. Staying up late, sleeping at irregular intervals, and “burning the candle at both ends”, however, result in chronic sleep deprivation. The problem is compounded by the consumption of alcohol and some medications. Lifestyle choices that follow these patterns are common among younger people (usually between 16 to 29 years), especially males, making them a high-risk group for these types of crashes. They have incurred a “debt” that can only be repaid through sleep, but they do not think far enough ahead to plan a time to respond to the physical requirements of their bodies, or they simply choose to ignore those requirements. When it was learned that the sailor had died in a single vehicle, run-off-road crash, one of his supervisors advised that it did not surprise her that he had likely fallen asleep.

Toxicological studies of the driver’s blood and tissues revealed that he had low levels of THC, the active component of marijuana in his body at the time of the crash. The levels could have been a result of recently ingesting a small amount of marijuana or they could be indicative of a residual amount lingering in the tissues if he was a habitual user. Although friends mentioned that he liked to party, no one specifically cited drug use as a common activity for the young man. In addition to THC, the driver had ingested MDMA and methamphetamine (speed) prior to the crash, most likely while at the nightclub. MDMA is the chemical acronym for the drug “Ecstasy” and pills are often sold containing both MDMA and methamphetamine. MDMA is a “mood elevator” which increases positive emotions towards the self and others. Methamphetamine is a stimulant that raises energy

levels, alertness and stamina. Individuals vary in their response to these substances and the effect of their interaction is difficult to precisely predict. The issue of whether or not the driver took Ecstasy voluntarily is unknown. He spent a good portion of the evening before the crash at a club and such settings are known for the availability of drugs. He may have purchased the drugs or his friends may have slipped them into his drinks, thinking this would ensure that he had a good time.

The most direct route the driver could have taken back to his ship consisted of three major interstate highways. However, at the time of the crash he was located on a primary east-west highway that was out of the way from the normal route. The Team (and family and friends of the driver) cannot explain why the sailor had taken the alternate route. The drugs in his system may have affected his ability to think clearly about his choice of exits. It is also possible that drowsiness and the accompanying lack of attention caused the driver to miss the several exits connecting the three most direct interstate highways. Instead of turning around and retracing his path of travel, the driver perhaps knew that the major east-west primary route would also take him back to his destination. If this was so, then he had already driven about 215 miles and was still about 50 miles from the ship when the crash occurred. The distance and probable travel times place the driver at the crash site at about 6:40 a.m., some 40 minutes before motorists spotted his wrecked car.

The driver had a cell phone in his possession and it was found, demolished, at the site by the Team and Naval Safety personnel approximately two weeks after the crash. It was partially submerged in the mud and water and hidden by the tall swampy grass. According to the driver's mother, who listened to her son's voice mail about a month after the crash, the last call her son received but not answered was about 6:30 a.m. It was from the driver's shipmate who was also sharing the apartment with him. The voice mail message asked him where he was and informed him that he was late for duty. The driver did not receive the message either because his cell phone was not on, poor reception and/or he had already crashed. As of this writing, the mother had not received her son's cell phone bill so it is unknown when the last call was made on his phone. His mother insisted that he did not like to talk on the phone while driving. There is no evidence to show that he was on the phone at the time of the crash and or that cell phone use played a role in his running off the road.

The pre-crash and post-crash condition of the car is of extreme importance in the circumstances of the crash severity. The driver's family, who lived in a bordering state, had purchased the 1997 Pontiac in August 2002. It had two previous owners, one a car rental company and the other a private citizen in their state. When the driver's family purchased the car, it was reported in good condition with 92,103 miles on it. Three months later and with 93,166 miles on the odometer, the title of the car's ownership was reissued. During this time, the car passed this state's

emissions inspection. There is no record of the car ever being inspected for safety reasons, which was not a state requirement. At the time of the crash, (3 years and 2 months after the title was reissued) the car displayed 112,693 miles on the odometer. The car's registration had expired in October 2003, some 15 months prior to the crash. The car likewise was not insured. The driver's mother advised that the car was not regularly used after her son was inducted into the Navy, just over two years prior to the crash. She or her husband drove it only occasionally. The car was eventually driven to and parked at his friend's apartment. The friend (who was with him the night before the crash) also drove it occasionally.



Photo #3. View of the right side of the Pontiac, showing rollover/ground damage. The rescue personnel had pried the roof up in order to help extract the driver.

The condition of the front safety belts was of significant concern, as noted by the driver's mother and his roommate. His mother said she did not like to drive or ride in the Pontiac due to the safety belts "always coming loose". According to her, any noticeable bounce or bump in the road would cause the belts to come unlatched. The mother felt that the belts were either too sensitive or were defective. She said this condition had existed when they purchased the car. When asked if she or her son had ever had the belts inspected either by a mechanic or state inspection station, she answered "No". When the Team examined the driver's belt system after the crash, it was determined that the webbing had been cut, however the buckle and latch plate were not connected. Since the A and B posts were cut by the rescue squad to help facilitate the removal of the driver, the driver's belt webbing which is connected to the B-post was also cut. The Team examined the D-ring closely and

no belt use marks were noted, indicating that the belt was not worn when the car struck the tree. However, if the system was defective, as suggested, and the driver was in fact wearing it, then it is possible that the belt involuntarily came unbuckled between the time the car left the road and before the impact with the tree. When examining the car after the crash, the Team buckled and unbuckled the driver's belt repeatedly and no irregularities were detected. It is doubtful, though, that this examination exactly duplicated the pre-crash conditions of the belt system. His mother and shipmates said he "always" wore his belt when riding in a vehicle. In fact, he had been involved in a traffic crash six months prior to the fatal crash in which he was the driver. He was properly wearing his safety belt on this occasion and like his passengers, was not seriously hurt. The rental car that he was driving at the time sustained heavy damage.



Photo #4. Damage to the left side of the Pontiac from contact with the tree and rollover. No evidence of safety belt use exists for the driver.

The airbag system also is a source of concern in this crash. The Pontiac struck the tree head on and incurred 19 inches of direct contact damage across its' left front corner. The left front corner, fender, A-post, driver's door, left front wheel and frame were collapsed. The left side wheelbase was shortened by almost 40 inches compared to the undamaged right side. The left front floor pan directly under the driver's feet was buckled and his seat was damaged in the collision. The bottom half of the steering wheel was distorted from contact with the driver's body during the collision. However, despite all this contact damage and the crash forces occurring on the car during the impact with the tree, the two front airbags did not deploy as designed.

The car was equipped with a readable Sensing and Diagnostic Module (SDM or Event Data Recorder). Its' purpose is threefold: to check the system when the car is first started, to deploy the airbags when sufficient changes in velocity are exerted on the car, and to record the programmed data in the deployment (or non-deployment) file. The Team attempted to download the data both through the diagnostic link connector port under the dash and directly from the SDM. The crash data retrieval system said "Collect data failed – No communication with airbag module", thus no data was retrieved. Further examination of the "Black Box" after it was removed from the car revealed that heavy oxidation and corrosion were present on its' bottom side, which was bolted to the car's floor. The connecting prongs that interface with the SDM were also heavily corroded and, when handled, rust and corrosion particles fell from the SDM. It is the Team's opinion that the module was in such poor condition that it caused a malfunction in the airbag system, preventing the deployment of the air bags. It was noted that the car was stored outdoors for eight days before the Team's arrival and the area had at least two measurable snowfalls and several days of freezing rain during this period. In fact, about one inch of ice surrounded the SDM and had to be chipped away before retrieval could be completed.



Photo #5. Close-up view of the Pontiac's airbag sensor or "black box", before it was removed from the car. The sensor was frozen in about one inch of ice and it was heavily rusted/corroded apparently from the weather and elements. The airbags did not deploy in the crash and no download was possible from the SDM.

The Team believes that the SDM would not have corroded and rusted in such a short time. It is likely, however, that some other moisture source damaged the module some time before the crash, rendering

it defective. In researching the history of the car, the driver's mother said that the car had never been submerged, abused or wrecked in their three years of ownership. The car had been parked outdoors for extended periods, however. Both the driver's mother and his friend who was in the car the night before the crash said that they never noticed the airbag display light located on the instrument panel to be steadily burning. They "think" they remember the light coming on when the ignition was started and going off momentarily afterward, as designed. The purpose of this display light is to show the driver that the airbag system is running a diagnostic test of its components. If the light goes out, the system checked ok and is functional. If it stays on (or never comes on) some problem exists with the system and it needs to be looked into. Seat belt and air bag systems are significant safety features if functioning properly and used correctly. The driver sustained fatal injuries to his chest and head, but he may have survived this crash if the safety belt and airbag systems had been in use and working properly.

A policy established by the Navy, in force at the time of the crash, required that a sailor who was going to drive more than 250 miles - one way - from the ship, have special permission from the ship's command. His car had to be inspected as to its' condition and safeness. The origin/destination, time of travel, and a (Mapquest) search were needed on this assessment form and given to the sailor's immediate supervisor. This policy is a proactive attempt by the Navy to discourage long distance travel over a short time, while simultaneously promoting vehicle and highway safety practices among its' service men and women. As one supervisor advised the Team, it is not unusual for a sailor to request permission to drive 500 miles one way on a three-day liberty. Since the trip that this driver was on was less than the distance limit, this sailor completed no formal request or trip assessment plan.

The Crash Team analyzed all reported Military traffic deaths occurring on the highways of the Commonwealth for the most recent 64 months (calendar year 2000 through April 2005). Tables 1-4 list all of these fatal crashes and notes the data collected. Over this period, Virginia has lost 113 military personnel in 106 fatal crashes. Most of the fatalities were active U. S. Navy sailors; 58 (51%) naval personnel lost their lives. The overwhelming majority of the deaths occurred to personnel riding in passenger vehicles (75%), followed by motorcycles (19%) and pedestrians (6%). Sixty-eight percent of the crashes occurred during dark conditions and 58% of the total involved single vehicles running off the road. As expected, nearly 94% of the fatalities were male. Reckless driving, excessive speed, alcohol use and low safety belt use were the leading contributing causes of these crashes and/or had the most influence on their severity. Of significance, 78% of the known military drivers or pedestrians were at fault in causing the crash. When factoring in the number of passengers also killed,

the total at fault drivers of vehicles carrying a military passenger increases to 88%. It should be noted that this data only reflects a military death occurring in a crash and does not capture the number of military drivers that may have killed a civilian in a traffic crash. Due to the methods used for this analysis, it is possible that other fatal traffic crashes involving military personnel have occurred, but are unknown to the team.

The Team has investigated and written reports on several other fatal traffic crashes that involve young, at-fault military drivers. Two such studies, Memorandum Report Numbers 64 and 68, identified crashes that resulted in five fatalities each and were the worst traffic crashes reported in the Commonwealth (in terms of lives lost in a single crash) during 1987 and 1988. Both crashes (one Navy driver and one Army driver) were alcohol, high speed, and reckless driving related. A third and more recent report (Special Report No. 16 – Case study 6) identified a Marine driver and a Navy passenger (both 22-year-olds were killed in the crash) who were drinking and driving at a high speed.

It would appear (based on table 3) that the number and severity of military drivers involved in traffic crashes within Virginia have for the most part, been decreasing over the past several years. For instance, in 1987 – the first year such highway statistics were collected – the navy (which has the most drivers involved in traffic crashes had 6,140 drivers reported in all crashes and 39 in fatal crashes. This compared to 4,741 crashes and 18 fatal crashes respectively in 2003, the last year such statistics were collected. This represents a reduction of about 23% and 46% in all crashes and fatal crashes respectively. Whether this improvement was a result of a reduction in driver travel or because of safety policy changes implemented by military personnel is unknown by the Team. As in the past, it is hoped that military and civilian authorities use this report to promote military highway safety.

RECOMMENDATIONS

1. Those associated with transportation safety should use the findings in this report to strengthen motorists awareness of the following:
 - a. The dangers of driving while drowsy and steps to prevent the same.
 - b. The needs for proper sleep habits.
 - c. The dangers of driving while under the influence of drugs.
 - d. The importance of motorists keeping their vehicles in good mechanical condition.
When a problem arises and/or is suspect concerning the vehicle safety belt and/or airbag system that they be inspected immediately.
 - e. The life saving benefits of safety belt use.
2. The Virginia Department of Transportation consider using milled rumble strips on paved shoulders of selected primary highways, similar to interstates, to help arouse inattentive motorists when they run off the road.
3. The military branches continue to educate their personnel about the high number of losses associated with traffic mishaps. The subjects should include:
 - a. Knowing and preventing the causes of military traffic crashes
 - b. The importance of sleep for drivers who travel long distances.
 - c. Having a good checks and balances system when granting drivers leave for weekend trips.
 - d. The importance of proper vehicle maintenance, especially concerning safety equipment.
 - e. The importance of military personnel having the proper inspection, registration and insurance on their vehicles.
4. The military branches, particularly the Navy, consider strengthening their current 250-mile one-way travel policy by reducing the maximum allowable mileage for a weekend trip to 180 miles. In order to ensure compliance, supervisor personnel should physically observe and note the odometer reading on the applicant's vehicle before and after the requested trip. This would also afford an opportunity for the supervisor to conduct a "walk around" inspection of the vehicle to ensure the vehicle is in safe and sound mechanical condition. This inspection would also include checking to ensure that the vehicle is properly licensed, inspected and insured and that the driver has a valid driver's license.

Virginia Military Traffic Deaths

Table 1 of 4

YEAR	# of Fatal Crashes	# of Deaths by Driver, Passengers and Pedestrians	# of At-Fault Drivers and Peds (%)	# of At-Fault Drivers of vehicles carrying a Military Passenger (plus At-Fault Peds) (%)	# of Total Military Deaths by Service Branch		
2005 (January – April)	7	6 Drivers 1 Passenger 0 Pedestrian (7 Total)	6 of 6 (100%)	7 of 7 (100%)	Air Force = 0	Navy = 4	A National Guard = 1
					Army = 1	AF Reserve = 0	N Reserve = 0
					Marines = 1	A Reserve = 0	M Reserve = 0
2004	18	15 Drivers 3 Passengers 1 Pedestrian (19 Total)	12 of 16 (75%)	14 of 18 (78%)	Air Force = 0	Navy = 9	A Nat. Guard = 0
					Army = 5	AF Res. = 0	M Res. = 1
					Marines = 3	A Res. = 0	N Res. = 1
2003	19	16 Drivers 4 Passengers 0 Pedestrian (20 Total)	14 of 16 (88%)	16 of 19 (84%)	Air Force = 1	Navy = 11	A Nat. Guard = 3
					Army = 4	AF Res. = 0	M Res. = 0
					Marines = 1	A Res. = 0	N Res. = 0
2002	24	19 Drivers 6 Passengers 2 Pedestrian (27 Total)	19 of 21 (90%)	23 of 24 (96%)	Air Force = 3	Navy = 11	A Nat. Guard = 2
					Army = 1	AF Res. = 0	M Res. = 0
					Marines = 8	A Res. = 1	N Res. = 1
2001	23	19 Drivers 5 Passengers 1 Pedestrian (25 Total)	18 of 20 (90%)	21 of 23 (91%)	Air Force = 2	Navy = 18	A Nat. Guard = 0
					Army = 3	AF Res. = 0	M Res. = 0
					Marines = 2	A Res. = 0	N Res. = 0
2000	15	12 Drivers 2 Passengers 1 Pedestrian (15 Total)	9 of 13 (69%)	12 of 15 (80%)	Air Force = 1	Navy = 5	A Nat. Guard = 1
					Army = 3	AF Res. = 1	M Res. = 0
					Marines = 4	A Res. = 0	N Res. = 0
<u>Totals</u>	106	87 Drivers 20 Passengers 5 Pedestrian (113 Total)	78 of 94 (83%)	93 of 106 (88%)	Air Force = 7	Navy = 58	A Nat. Guard = 7
					Army = 17	AF Res. = 1	M Res. = 1
					Marines = 19	A Res. = 1	N Res. = 2

Source: VSP Daily Activity Reports

Virginia Military Fatal Crashes

Table 2 of 4

YEAR	# Single Vehicle Run off the road (ROR)	# Multiple Vehicle Crashes	Vehicle Type					Time of Crash		Sex of Fatality		Age of Fatality			Applicable Safety Equip. <u>Not Used or Unkn.</u> (Belts or Helmets)	Alcohol use		
			Passenger Vehicle	M/C	Ped.	Bike	Skate board	Day	Dark	Male	Female	18-20	21-29	30+		Yes	No	Unkn
2005	5	2	5	2	0	0	0	0	7	6	1	2	3	2	2	4	2	1
2004	9	8	11	5	1	0	1	3	15	19	0	1	11	7	12	4	10	4
2003	14	5	14	4	0	1	0	8	11	20	0	0	12	8	14	1	8	10
2002	18	4	18	4	2	0	0	8	16	24	3	8	15	4	16	8	8	7
2001	16	6	18	4	1	0	0	10	13	24	1	5	15	5	19	9	8	7
2000	2	12	13	1	1	0	0	5	10	13	2	5	3	7	6	1	11	3
<u>Totals</u>	62	37	79	20	5	1	1	34	72	106	7	21	59	33	69	27	47	32

Source: VSP Daily Activity Reports

Military Drivers Involved in Traffic Crashes*

Table 3 of 4

YEAR	Air Force		Navy		Army		Marines		Totals	
	All Crashes	Fatal Crashes								
2004 (and Later)	<u>Not Available</u>									
2003	441	0	4,741	18	850	2	507	2	6539	22
2002	465	2	4,594	19	837	6	498	4	6394	31
2001	385	2	3,951	15	773	3	456	4	5565	24
2000	363	0	3,851	10	735	3	425	5	5374	18
1999	393	1	4,067	9	735	1	449	5	5644	16
1998	417	0	3,974	7	961	2	430	3	5782	12
1997	344	2	4,095	17	844	6	404	3	5687	28
1996	329	3	4,767	20	798	5	439	5	6333	33
1995	411	1	4,942	14	842	3	480	3	6675	21
1994	402	0	5,203	22	994	3	514	2	7113	27
1993	427	1	5,500	24	1,109	4	493	2	7529	31
1992	410	2	6,420	26	1,126	2	554	0	8510	30
1991	462	1	5,856	30	1,059	6	550	8	7927	45
1990	452	2	5,762	30	1,090	6	544	3	7848	41
1989	529	2	5,856	20	1,255	4	640	3	8280	29
1988	570	2	5,719	34	1,264	8	576	6	8129	50
1987	615	1	6,140	39	1,386	3	672	5	8813	48
1986 (and Prior)	<u>Not Available</u>									

*Source: DMV VA. Traffic Crash Facts 1987-2003
 (Beginning with 2004, the new crash reports (FR300P) do not list driver occupation.
 Therefore, military traffic crash data is no longer collected after 2003.
 The first year it was available and collected was 1987).*

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1	4/30/05; 0200	28/M	Passenger	Navy	2001 Ford Sport Trac	I-264 Ramp Norfolk	Yes	Not belted	Single	Ford driver ROR right, OC left then OC right, struck guardrail and overturned, ejecting passenger.
2	4/19/05; 2130	35/M	Driver	Army	2002 Motorcycle	Intersection Nottoway Co.	Yes	Helmet worn	Single	Reckless driving; M/C ROR right & struck guardrail.
3	4/15/05; 2020	19/F	Driver	Marines	2002 Nissan Sentra	I-95 Prince George Co.	No	Belted	Multiple	RD; Nissan crossed the median struck a truck head on.
4	4/10/05; 2248	25/M	Driver	Navy	2001 Motorcycle	Intersection Virginia Beach	Unknown	Helmet worn	Single	RD; M/C ROR right and struck utility pole.
5	2/5/05; 1830	50/M	Driver	Army National Guard	2004 Chevrolet Camero	Route 632 Halifax Co.	Yes	Belted	Single	RD; Chevrolet ROR right and struck embankment.
6	1/16/05; 0727	19/M	Driver	Navy	1997 Pontiac Grand Am	Route 58 Suffolk	No	Not Belted	Single	RD; Pontiac ROR right struck tree and overturned ejecting driver. (<i>Asleep</i>)
7	1/3/05; 0110	21/M	Driver	Navy (<i>AWOL</i>)	1997 Cadillac Catera	I-95 Spotsylvania Co.	Yes	Belted	Multiple	RD; Cadillac ran into moving tractor-trailer.
8	12/23/04; 1736	34/M	Driver	Navy	2000 Motorcycle	Martin Luther King Frwy Portsmouth	Unknown	Not Belted	Single	RD; M/C struck jersey wall.
9	12/06/04; 0358	25/M	Driver	Navy Reserve	1999 Honda Accord	I-64 West New Kent Co.	Unknown	Helmet use unknown	Single	RD; Honda ROR right striking tree and catching fire.
10	11/30/04; 2130	M/18	Passenger	Marines	1996 Honda Civic	Route 250 Bypass Charlottesville	No	Not Belted	Multiple	Honda driver crossed median and struck a truck head-on.
11	11/27/04; 0507	M/21	Driver	Marines	2003 Mercury Marquis	Route 1 Spotsylvania Co.	No	Belted	Single	RD; Mercury ROR right and struck a tree.
12	11/23/04; 1945	22/M	Driver	Navy	2004 Panterra motorized skateboard	Cedar Lane Virginia Beach	Yes	Helmet not worn	Single	Chain broke on skateboard ejecting victim who stuck his head on the roadway
13	11/08/04; 0621	M/23	Driver	Navy	Loujia SB Scooter	Effingham St. Portsmouth	No	Helmet use unknown	Multiple	Car attempted to make a left turn and struck scooter.
14	10/17/04; 1955	M/33	Driver	Army	2003 Motorcycle	I-64 Newport News	No	Helmet use unknown	Multiple	M/C was stopped in right lane and was struck in the rear by a truck.
15	10/6/04; 1514	M/28	Passenger	Navy	1999 Pontiac Grand Prix	I-64 East Newport News	No	Belted	Multiple	RD; Pontiac driver crossed median and was struck by dump truck.
16 (2)	8/10/04; 0210	M/23 M/22	Driver <i>Passenger</i>	Army <i>(Both)</i>	1995 Dodge Neon	Jefferson Park Rd. Prince George Co.	Unknown	Belted <i>(Both)</i>	Single	RD; Dodge ROR right struck guardrail and several trees.
17	7/15/04; 0757	M/52	Driver	Army	1995 Lincoln Town Car	Route 122 Franklin Co.	No	Not Belted	Multiple	RD; Lincoln crossed the centerline and struck pickup head-on.
18	7/03/04; 1940	M/29	Driver	Navy	2003 Motorcycle	W. Brambleton Ave. Norfolk	Unknown	Helmet use unknown	Single	RD; M/C ROR right striking a curb and ejecting the victim.

Source: VSP Daily Activity Reports

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19	06/27/04; 0317	M/21	Pedestrian	Navy		So. Birdneck Rd. Virginia Beach	Yes		Single	Pedestrian was walking in roadway and was struck by a vehicle.
20	5/25/04; 1527	M/33	Driver	Army	1991 Saturn SC	Bennets Pasture Rd. Suffolk	No	Belted	Multiple	RD; Honda crossed the centerline striking Saturn head-on.
21	3/14/04; 1500	M/22	Driver	Marine Reserve	2001 Motorcycle	Route 211 W. Rappahannock Co.	No	Helmet not worn	Single	RD; M/C lost control in curve, overturned on driver and struck guardrail.
22	3/1/04; 0445	M/21	Driver	Marines	2001 Honda Accord	I-95 So. Hanover Co.	No	Belted	Multiple	RD; Honda lost control and struck guardrail coming to rest in travel lane, in path of the truck and car.
23	2/19/04; 2310	M/36	Driver	Navy	2000 Chevrolet Express Van	Intersection Virginia Beach	Yes	Unknown	Single	DUI; Chevrolet struck a median and two signs.
24	2/15/04; unknown	M/47	Driver	Navy	1986 BMW 325ES	Route 646 Franklin Co.	Yes	Not Belted	Single	RD; BMW ROR right and struck a tree, then slid down an embankment out of sight.
25	1/12/04; 0600	M/54	Driver	Navy	1987 Ford Thunderbird	Route 613 Louisa	No	Not Belted	Multiple	RD; Ford lost control on icy road, slid sideways and was struck by a truck.
26	12/23/03; 1606	M/26	Driver	Navy	1999 Motorcycle	Indian River Rd. Virginia Beach	No	Helmet use unknown	Multiple	Improper passing; M/C struck a car.
27	12/10/03; 1510	M/26	Passenger	Army National Guard	1996 Chevrolet Blazer	Route 220 S. Henry Co.	Unknown	Belted	Single	Driver was drunk, ROR right into an embankment then into creek.
28	12/01/03; 0138	M/25	Driver	Navy	1998 Mitsubishi Eclipse	Ferrell Pkwy Virginia Beach	Unknown	Unknown	Single	RD; Mitsubishi ROR rolled over and came to rest on roof.
29	11/13/03; 1030	M/35	Driver	Navy	Kent 26" Bicycle	Intersection Norfolk	No	Helmet use unknown	Multiple	Bike was crossing against traffic and was hit by car.
30	10/17/03; 0039	M/52	Driver	Army	2000 Lexus GS400	Route 40 W. Dinwiddie Co.	No	Not Belted	Single	RD; Lexus ROR left, struck several trees and caught fire.
31	9/21/03; 1315	M/23	Driver	Navy	2002 Motorcycle	Intersection Chesapeake	No	Helmet use unknown	Single	A turning car struck speeding M/C.
32	8/31/03; 0300	M/24	Driver	Navy	1989 Chevrolet Caprice	I-64 East York Co.	Unknown	Not Belted	Single	RD; Chevrolet ROR and struck a tree.
33	8/15/03; 1845	M/25	Driver	Navy	1993 Ford Explorer	Jefferson Ave. Newport News	Unknown	Not Belted	Multiple	Ford was struck in the rear by another truck.
34	8/6/03; 0553	M/34	Driver	Army	2000 Dodge Dakota	Route 30 South James City Co.	No	Not Belted	Single	RD; Dakota ROR right, OC, ROR left and struck a tree.
35	7/3/03; 1150	M/41	Driver	Army	1995 Nissan Quest	Route 123 Fairfax Co.	No	Belted	Multiple	A truck that was avoiding another vehicle struck Nissan.

Source: *VSP Daily Activity Reports*

Virginia Military Traffic Deaths

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	Date Time	Age Sex	Vehicle Position	Military Branch	Vehicle Type	Crash Location	Alcohol Use	Safety Equip.	Single/Multi Vehicle Crash	Crash Circumstances
36	6/26/03; 1427	M/29	Driver	Army National Guard	2003 Motorcycle	I-581 Roanoke Co.	No	Helmet use unknown	Single	M/C made a sudden exit off ramp struck a sign and driver was ejected striking another sign.
37	06/20/03; 2202	M/35	Passenger	Army National Guard	1996 Toyota Paseo	Route 13 Accomack Co.	Unknown	Belted	Multiple	Toyota was stopped at light when a truck struck it from behind.
38	05/16/03; 0510	M/32	Driver	Navy	1999 Kia Sephia	Holland Rd. Suffolk	No	Belted	Single	RD; Kia ROR right, overturned several times and struck several trees.
39	5/12/03; 1815	M/57	Driver	Air Force	1996 Motorcycle	Route 616 Franklin Co.	Unknown	Not Belted	Single	Fail to maintain control; M/C ROR left and struck a tree.
40	5/10/03; 0354	M/26	Driver	Navy	1999 Mitsubishi Galant	I-264 West Norfolk	Unknown	Not Belted	Single	RD; Mitsubishi ROR right and struck a tree.
41 (2)	4/20/03; 0357	M/22 M/22	Driver Passenger	Marines Navy	2001 Chevrolet Cavalier	E. Ruritan Rd. Roanoke Co.	Yes	Belted (Both)	Single	RD; Speeding Chevrolet ROR turned over on side and struck tree.
42	03/22/03; 0315	M/22	Driver	Navy	1998 Olds Intrigue	Hampton Roads Center Pkwy Hampton	Unknown	Not Belted	Single	RD; Olds ROR struck a guard rail and then down embankment into trees
43	02/24/03; 0220	M/25	Passenger	Navy	2003 Dodge Dakota pickup	Birdneck Rd. Virginia Beach	Unknown	Not Belted	Single	Driver drunk, ROR striking guard rail and utility pole, ejecting passenger.
44	2/6/03; 0146	M/31	Driver	Army	2000 Mazda 626	I-86 West Fairfax Co.	Unknown	Not Belted	Single	RD; Mazda was eluding police ROR and struck a light pole.
45	12/23/02; 0836	M/38	Driver	Air Force	2000 Toyota Tacoma	N. Armstead Ave. Hampton	Unknown	Belted	Single	RD; Toyota ROR struck trees.
46	12/06/02; 2250	M/23	Driver	Navy	1993 Hyundai Elantra	I-64 Norfolk	Yes	Not Belted	Single	RD; Hyundai Speeding, lost control and hit jersey wall and overturned
47	11/21/02; 0407	M/34	Pedestrian	Army National Guard		I-64 Newport News	Yes			Hit/run; Pedestrian was located in left lane, struck by unknown vehicle.
48	10/19/02; 0405	F/29	Pedestrian	Naval Reserve	2002 Toyota Corolla	I-264 Virginia Beach	Yes			Pedestrian stepped from Toyota into travel lane.
49	9/9/02; 1107	M/19	Passenger	Marines	1998 Nissan 240SX	I-395 Alexandria	No	Not Belted	Single	RD, Driver of Nissan ROR right struck barrier, crossed roadway struck left barrier, partially ejecting victim.
50	8/30/02; 1010	F/19	Driver	Navy	2001 Kia Rio	I-64 Norfolk	No	Belted	Multiple	RD; Kia lost control, crossed centerline, hit 3 vehicles.
51	8/24/02; 0404	M/20	Driver	Army National Guard	2002 Pontiac Grand Prix	I-95 N Chesterfield Co.	Unknown	Unknown	Single	RD; Pontiac ROR right struck a utility pole.

Source: VSP Daily Activity Reports

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	Date Time	Age Sex	Vehicle Position	Military Branch	Vehicle Type	Crash Location	Alcohol Use	Safety Equip.	Single/Multi Vehicle Crash	Crash Circumstances
52	8/7/02; 0250	M/30	Driver	Navy	2002 Motorcycle	I-64 Hampton	Unknown	Helmet use unknown	Multiple	Hit and run; M/C was struck in the rear by car.
53	8/2/02; 2140	M/21	Driver	Navy	1997 Mitsubishi Eclipse	Route 360/17 Essex Co.	Yes	Belted	Single	RD; Mitsubishi ROR left and overturned.
54	7/14/02; 0350	M/22	Passenger	Navy	2002 Chevrolet Cavalier	Harpers Rd. Virginia Beach	Yes	Unknown	Single	DUI; Driver speeding ROR struck utility pole.
55	6/25/02; 0100	M/21	Driver	Navy	1989 Honda Civic	Hampton Blvd. Norfolk	Unknown	Not Belted	Single	RD; Honda ROR and struck light pole.
56	6/1/02; 1243	M/19	Driver	Marines	2000 Motorcycle	River Rd. Chesterfield Co.	No	Helmet use unknown	Multiple	Speeding; Crossed center line into oncoming traffic and hit a truck.
57	5/25/02; 1603	M/27	Driver	Army	2001 Motorcycle	VA Beach Blvd Virginia Beach	No	Helmet use unknown	Multiple	Car turned across the path of M/C.
58	5/2/02; 1405	M/19	Driver	Navy	2001 Ford Ranger	Route 207 Caroline Co.	No	Not Belted	Single	RD; Ford ROR left, OC, ROR left again and rolled several times.
59	4/14/02; 0215	M/23	Passenger	Navy	1995 Ford Mustang	I-264 W. Virginia Beach	Unknown	Not Belted	Single	Driver lost control, hit cement wall and overturned, then fled from scene.
60	4/8/02; 0620	M/21	Driver	Navy	1996 Saturn SL	Route 609 Louisa Co.	No	Not Belted	Single	RD; Saturn ROR, struck embankment and overturned ejecting driver.
61	3/24/02; 0257	M/21	Driver	Army	1991 Ford Escort	I-95 Chesterfield Co.	No	Belted	Single	Fail to maintain control; Ford ROR and struck culvert then overturned several times.
62	3/25/02; 2037	M/39	Driver	Marines	2002 Motorcycle	Centerville Tpke. Chesapeake	Unknown	Helmet use unknown	Single	RD; M/C ROR, ejecting driver then hitting construction equipment.
63	3/10/02; 0220	M/21	Driver	Army Reserve	1998 Pontiac Grand Am	Route 33 Louisa Co.	Yes	Not Belted	Single	DUI; ROR right striking power pole, ejecting occupants.
64 (2)	2/18/02; 0213	M/23 M/24	Driver Passenger	Air Force (Both)	1986 Porsche 944	Fox Hill Rd. Hampton	Unknown	Belted (Both)	Single	RD; Porsche ROR and struck utility pole.
65 (2)	2/18/02; 0735	M/19 M/18	Driver Passenger	Marines (Both)	1985 BMW 325	I-95 S. Greensville Co.	No	Belted Not belted	Single	RD; BMW ROR left striking culvert and ejecting passenger.
66	2/11/02; 0215	F/20	Driver	Navy	1993 Eagle Summit	I-64 Norfolk	Yes	Belted	Single	RD; Eagle ROR right and struck a tree.
67 (2)	1/27/02; 0410	M/21 M/21	Driver Passenger	Marines (Both)	2001 Dodge Neon	Route 1 Fairfax Co.	Unknown	Belted Not belted	Single	RD; Dodge ROR striking a concrete barrier.
68	1/04/02; 2101	M/23	Driver	Navy	1998 Ford Taurus	I-64 Norfolk	Yes	Not Belted	Single	RD; Ford ROR left, struck concrete wall and traveled airborne onto roadway below interstate.

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69	12/24/01; 2215	M/22	Passenger	Air force	2001 Motorcycle	Intersection Fairfax Co.	Yes	Helmet use unknown	Multiple	Driver of M/C was in wrong lane when it struck another vehicle
70	12/19/01; 2336	M/21	Driver	Navy	2000 Toyota Celica	First Court Rd. Virginia Beach	Yes	Unknown	Single	DUI; Toyota ROR right, OC and spun off the roadway into a tree.
71	12/7/01; 0210	M/27	Driver	Navy	1996 Ford Thunderbird	Route 59 Spotsylvania Co.	Unknown	Unknown	Single	RD; Ford ROR left and overturned.
72	10/3/01; 0430	M/31	Driver	Navy	2000 Lincoln LS	I-644 N. Chesapeake	Unknown	Not Belted	Single	RD; Lincoln ROR right striking a culvert, rolled several times, ejecting driver and came to rest on driver. The crash occurred several months ago and was located 2/15/02.
73	9/29/01; 0235	M/23	Driver	Army	1987 Toyota Tercell	Route 677 Buckingham Co.	Unknown	Not Belted	Single	RD; Toyota ROR left and struck a tree.
75	9/16/01; 1350	M/52	Driver	Army	1999 Motorcycle	Route 211 E. Page Co.	No	Helmet use unknown	Single	RD; M/C lost control in turn, overturned and skidded into guardrail ejecting driver.
76	9/15/01; 1421	M/24	Passenger	Navy	1997 Ford Explorer	Route 3 King George Co.	No	Not Belted	Single	Speeding; Ford was attempting to pass another car, ROR left and overturned, ejecting the victim.
77	8/19/01; 0017	M/21	Pedestrian	Navy		Independence Blvd. Virginia Beach	Yes			Pedestrian stepped from median into path of vehicle.
78 (2)	8/3/01; 1930	M/21 M/26	Driver Passenger	Navy (Both)	1999 Chevrolet S-10	I-64 E. Norfolk	Yes	Not Belted (Both)	Single	RD; Chevrolet ROR left overturned and ejected driver.
79	7/15/01; 1630	M/21	Driver	Navy	Motorcycle	West Rd. Chesapeake	No	Helmet use unknown	Single	Speeding; M/C ROR right into a ditch.
80	7/14/01; 0150	M/21	Driver	Marines	1999 Ford Mustang	Route 501 N. Lynchburg	Yes	Unknown	Single	RD; Ford lost control in curve ROR into median, striking tree.
81	7/6/01; 0045	M/30	Driver	Air Force	1997 Chevrolet Camaro	I-64 Newport News	Yes	Unknown	Single	RD; Chevrolet was traveling in wrong lane when it hit a jersey wall.
82	5/11/01; 0014	M/21	Driver	Navy	1994 Ford Mustang	I-264 E. Virginia Beach	Unknown	Belted	Multiple	RD, Ford was traveling east in west lanes and was struck head-on.
83	5/11/01; 1752	M/22	Driver	Navy	1990 Honda Prelude	Route 13 Accomack Co.	No	Unknown	Multiple	RD; Honda was speeding; lost control crossed median and struck van head-on.
84	5/9/01; 1930	M/18	Driver	Marines	2001 Motorcycle	I-264 W. Norfolk	No	Helmet use unknown	Single	RD; M/C lost control and struck guardrail, ejecting victim.
85	5/9/01; 0430	M/19	Driver	Army	1979 Chevrolet Camaro	I-64 W. Newport News	No	Unknown	Multiple	Chevrolet was rear ended by tractor-trailer, both vehicles ROR and struck trees. Truck landed on top of Chevrolet.
86	5/5/01; 0304	M/33	Driver	Navy	1999 Chevrolet Camaro	N. Landing Rd. Virginia Beach	Yes	Not Belted	Single	RD; Chevrolet ROR right, struck bridge abutment ejecting driver.

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87	5/4/01; 1530	M/37	Driver	Navy	1985 Mazda RX-7	Route 7100 Fairfax Co.	Unknown	Belted	Multiple	Mazda was struck in rear by a tow truck, ejecting driver.
88	3/20/01; 1540	M/19	Driver	Navy	1998 Chevrolet Cavalier	Route 218 King George Co.	Unknown	Belted	Single	RD; Chevrolet speeding, ROR, struck embankment and then tree.
89 (2)	2/3/01; 1956	M/25 M/26	Driver Passenger	Navy (Both)	1987 Mercury Sable	Shore Drive Norfolk	Yes (Both)	Not belted (Both)	Multiple	RD; Mercury speeding, lost control, crossed median, struck guardrail and traveled back across roadway in the path of another vehicle.
90	1/20/01; 0800	M/19	Driver	Navy	1998 Chrysler Sebring	I-81 Frederick Co.	No	Not Belted	Single	RD; speeding for conditions, ROR, struck embankment and overturned, ejecting driver.
91	1/7/01; 1515	F/21	Driver	Navy	2001 Pontiac Sunfire	Route 656 Appomattox Co.	No	Belted	Single	Fail to maintain control on a hillcrest, ROR, striking a tree and caught fire.
92	11/24/00; 1745	M/41	Driver	Navy	2000 Nissan Altima	Intersection Hanover Co.	No	Belted	Multiple	RD; Nissan pulled out into path of truck and was struck.
93	11/17/00; 2242	M/38	Passenger	Army National Guard	1990 Plymouth Las	County Drive Prince George Co.	No	Unknown	Multiple	Driver crossed center lines and struck a car head-on
94	11/4/00; 1720	M/32	Passenger	Army	1983 Pontiac Trans Am	Route 105 York Co.	No	Belted	Multiple	Driver attempted to pass other vehicles using the oncoming lane, lost control striking oncoming van.
95	10/18/00; 2350	M/33	Driver	Marines	2000 Chevrolet Express Van	I-95 S. Richmond	No	Unknown	Multiple	Chevrolet was struck head-on by wrong way tractor-trailer and became engulfed in flames.
96	11/2/00; 0145	M/18	Driver	Marines	1996 Mitsubishi Eclipse	I-64 W. New Kent Co.	Unknown	Belted	Single	RD; Mitsubishi ROR, OC, ROR again striking several trees.
97	10/18/00; 1930	M/44	Pedestrian	Air Force		Route FO42 Service Rd. Wythe Co.	Unknown			Pedestrian was struck by a wide load while walking along the side of the road.
98	10/11/00; 2034	M/44	Driver	Marines	1984 Pontiac Grand Am	Route 250 Louisa Co.	No	Not Belted	Single	RD; Pontiac ROR left, overturned and ejected driver.
99	10/1/00; 0432	M/25	Driver	Marines	1989 Nissan King Cab	I66 W. Fairfax Co.	Unknown	Not Belted	Multiple	RD; Nissan ROR striking an unoccupied vehicle on the shoulder.
100	8/6/00; 0842	M/19	Driver	Air Force Reserve	1995 Toyota Camry	Intersection Prince William Co.	No	Belted	Multiple	RD; Toyota veered into oncoming traffic and struck a truck head-on.
104	3/21/00; 2123	M/20	Driver	Navy	1994 Plymouth Laser	Azalea Garden Rd. Norfolk	Yes	Belted	Multiple	DUI; Plymouth attempted to pass a car and struck other vehicles.
105	2/27/00; 1721	M/35	Driver	Army	1993 Motorcycle	Chester Rd. Chesterfield Co.	No	Not Belted	Multiple	Car pulled out in front of M/C.
106	1/28/00; 0354	M/26	Driver	Navy	1998 Chevrolet Malibu	I-64 Louisa Co.	No	Belted	Multiple	RD; Chevrolet rear-ended a tractor-trailer.

Source: VSP Daily Activity Reports