

SOMERSET COUNTY SHERIFF'S OFFICE

# Fatal Crash Report

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Call#15-~~4904~~

49064

Corporal Ritchie Putnam

8/4/2015

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Route 201 West Forks Plantation

## Fatal Crash Report

A. Somerset Sheriff's Deputies who investigate a fatal motor vehicle accident are required to report the results of their investigation using the following sequential report form outline. Officers must also utilize Form 13:20-A (Traffic Accident Report) and other related forms.

B. Somerset Sheriff's Deputies must complete the appropriate forms and IMC reports, and forward to Unit 4, within 30 days of the date of the event. The Traffic Accident Report Form, 13:20-A, MAY NOT be held for submission with the completed investigative report, but must be submitted in compliance with M.R.S.A. Title 29, Section 891.

### INVESTIGATIVE REPORT SUBJECT TITLES

A. SYNOPSIS:

On 8/4/15, at 1413 hours, Det Lt. Gottardi was travelling on Rt 201 in West Forks Plantation. He was flagged down by a male subject that stated there had been a motor vehicle crash. Det Lt. Gottardi determined that there were two people inside the crashed motor vehicle. Both people had been deceased in the vehicle for an extended period of time. Det Lt. Gottardi dispatched me to the scene to investigate the crash.

B. KILLED AND INJURED:

1. Full name, sex, race, date-of-birth, and address of each person killed or injured.

2. Cause of death and type of injuries.

3. Copy of Death Certificate, if possible.

1. Francine Dumas, female, white, 9/13/57, [REDACTED]

Martin Poulin, male, white, 9/26/57, [REDACTED]

2. Trauma from crash, severe injuries from impact, report available from medical examiner's office

3. Not available

C. DETAILS OF INVESTIGATION:

1. Follow a sequential / chronological reporting by dates and time as to what occurred throughout the officer's full investigation.

2. Keep paragraphs short and report only known facts. Double space between all paragraphs.

1. On 8/4/15, at 1413 hours I was dispatched to the reported fatal motor vehicle crash in West Forks Plantation, on Rt 201. Det. Lt Gottardi was already on scene with the vehicle and several family

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members. I arrived a short time later with Deputy Armingier. While I had been en route I asked dispatch to send Detective Michael Ross to our crash. He is the crash reconstructionist for our agency.

When I arrived I spoke with Det Lt. Gottardi. He explained that he had been flagged down while he was driving by. He was told of a motor vehicle crash in the woods on the side of the roadway. He went to the described location and found a grey car covered with branches and hidden from view. He looked into the vehicle and saw two people, a male and a female, deceased inside. Det. Lt Gottardi said that it appeared from the condition of the people that they had been deceased for some time.

Det Lt. Gottardi explained that the people who were on scene before he arrived were the family members of the deceased inside the car. They were from Canada and had been looking for their family members who had been reported missing to the Canadian Authorities about a week ago. Det. Lt Gottardi said that he did not have much further than that because of a language barrier. Border Patrol Agent Logston had stopped by the crash scene and spoke french. He was speaking with the family members now.

I spoke with the Upper Kennebec Ambulance that had arrived on scene. I was told that it was very clear that the occupants of the vehicle were deceased. The paramedics left the scene.

I viewed the area around the crash. The road was wet from recent rains. The road was level and free from obstructions. I did note that just south of the scene, on the same side of the roadway as the crash vehicle, there was a state of Maine DOT sign that indicated a high hit area for deer.

I did see two older skid marks north of the scene where it appeared that a vehicle had left the roadway on the western side of the road. It appeared to be that the marks were made from a vehicle travelling south. I followed the older skid marks. The marks left the pavement and went into the dirt. I followed these skid marks to the area where the crash vehicle had been located. Det Ross later measured the skid marks and found them to be approximately 225 feet long (some of the marks were fading and the marks may have been longer). I found the vehicle covered by numerous amounts of tree limbs and brush. I was only able to see the vehicle after moving several tree limbs and getting closer.

Once I located the vehicle I saw that it had Quebec plate # [REDACTED]. The area close to the vehicle had some debris from the vehicle on the ground. It was various vehicle parts and other personal items from

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inside the vehicle. I later identified the vehicle as belonging to the deceased operator, Francine Dumas. I identified her male passenger as her husband, Martin Dumas.

I looked inside the car and saw two people, a male and a female, inside the vehicle. I saw that the female was sitting backwards and upside down on the center console area of the vehicle. The male was sitting in the passenger's seat, still secured in his seat belt. It appeared to me that the male had been the passenger and the female was the operator. It appeared to me that it was possible that the female had not been wearing a seatbelt. Both of the occupants appeared to have been deceased for a while. The female showed signs of decay and bug infestation. The male was deceased but did not show as much decay as the female.

Once I was close enough to the vehicle I could see that the vehicle had been skidding sideways as it left the roadway. It had struck a large spruce tree that was about 18 inches in diameter at the base. The vehicle had struck the tree just behind the passenger's side front door area (B pillar area). The car had completely collapsed around this tree almost folding in half around the tree. The tree had been broken off at the base.

The vehicle, with the tree, continued on for another 50 feet. The vehicle spun around and stopped after striking another tree. The vehicle was facing west. The portion of the tree that was not stuck in the vehicle broke off. The tree appeared to have fallen on top of the vehicle and concealed it from view with its many limbs.

Det Lt Gottardi provided me with a list of names of the family members who were on scene.

They were the following family members:

Eric Poulin, Martin's son

Renald Lacasse, Francine's son

Valerie Poulin, Martin's daughter

Lucie Champagne, Renald's wife

I spoke with Agent Logston. He had been speaking with the family members that had found the crash.

It was explained to me that Francine and Martin had left Quebec on 7/28/15. They were supposed to travel to Hampton Beach, New Hampshire. They had not arrived at their destination as scheduled and the family had reported them missing on 7/30/15, after they did not arrive at a wedding they were scheduled to attend. The family said that they were travelling south in an attempt to locate them

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because they feared that something bad had happened. It was very unlike them to not answer their phones and not to arrive as scheduled. They were stopping at every skid mark checking for signs because of their suspicions.

The family could not understand why our agency had not been out looking for Francine and Martin. I explained to them that we did not know that they had been reported missing. I also explained that the vehicle had been very hard to see and a lot of traffic had passed by with in the past week and no one had called our agency reporting a crash in this area. They were very upset, as expected, but understood.

I spoke with Det. Ross, our reconstructionist, who had arrived on scene. He said that it did not appear that there were going to be anything for him to reconstruct. It appeared to him that the vehicle had been travelling south and lost control for some reason. We spoke about the possibility that an animal had been the roadway. The vehicle skidded sideways and went off the road, striking a tree, before coming to a rest. Det Ross stated that he would not be reconstructing the crash due to the fact there would be no prosecution from this crash. He did measure the skid marks, or what could be seen of them, and stated that they were approximately 225 feet long. Det. Ross said that he did not have enough information to do an accurate speed estimate. Det Ross did state that he had received an e-mail on this vehicle, and people, from the State Police MIAC about 1300 hours on today's date(8/4). I did check my e-mail and I had received the same bulletin from MIAC. I have included a copy of the bulletin in my attachments.

I contacted the Medical Examiner's Office. I spoke with Heather. I explained the circumstances of the crash. She stated that a medical examiner would not be responding to my scene. She authorized me to remove Francine and Martin from the vehicle. They would be given to Giberson's Funeral Service for autopsies to be performed by the Medical Examiner's Office, at Giberson's Funeral Service in Bingham.

Gibersons Funeral Service and Charlies Towing, were dispatched to the scene. While we were waiting several firefighters, from West Forks Fire, cut the tree and branches away from the vehicle. I took several photos of the vehicle and scene. Det Lt. Gottardi also took photos and several videos of the scene.

Giberson and Charlies Towing arrived a short time later. Giberson removed both of the vehicle occupants from the vehicle prior to it being moved. Charlies then removed the vehicle from the trees and remaining brush. When the vehicle was removed from the trees I inspected what was left of the front end. I could not see any signs that the vehicle had impacted an animal. I looked for odd impact

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marks that would not have been made from trees. I looked for blood, animal hair, or fur. I did not see any indications that the vehicle may have had a collision with an animal. I also looked into the interior of the vehicle. I did not see any alcoholic beverages inside. I was not able to locate any cell phones in the vehicle. Det Lt. Gottardi had previously located a purse that he believed belonged to Francine. I secured it in my cruiser.

Greg Giberson stated that the Medical Examiner's Office had requested that he bring both people to the office in Augusta instead of his funeral home in Bingham. I provided him the blood kits that had been requested. He left the scene with Francine and Martin en route to Augusta.

I spoke with the family members with Agent Logston. I relayed information to them for the procedure of the autopsy and the transfer of them back to their care. They asked several questions about towing the vehicle and removal of personal items from the car. I explained that until the ME's Office releases Martin and Francine that the vehicle would be impounded and not be accessible. They understood and I provided them all of the contact information for Charlies and Gibersons Funeral Service. The family members left the area at that time. Agent Logston escorted them back to the border crossing. They had fears that an animal would run in front of them and they would crash.

Charlies towed the vehicle back to their impound yard and secured the vehicle.

I cleared the area and sent the file 141, as required, a short time later. Det Ross informed me that he had made contact with the State Police MIAC. He informed them about the crash. He also told them that Francine and Martin had been located, deceased in the vehicle.

The following day, 8/5, I attempted to make contact with Officer Christen Turcotte. He was the investigating officer with the Quebec Provincial Police that had been assigned to Francine and Martin's case. I left and message and did not receive a call back.

On 8/6 I made contact with the Medical Examiner's Office. I spoke with Dr. Sweeney who was assigned to this case. Dr. Sweeney said that she would be unable to positively identify Francine from facial recognition. Francine was too badly decomposed in the facial area. She asked how I made identification at the scene. I stated that her son was on scene and positively identified the female in the vehicle with Martin as his mother Francine. Dr. Sweeney said that she would not be able to go by that information

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and needed me to get further information, like identify marks the female had on her body. She specifically asked me to get further details on the jewelry and a tattoo that the female had on her body.

I still had not heard back from Officer Turcotte. I spoke with Det Ross and he advised me that he had been given another phone number for a female detective named Amie that was assigned to the case. I called and spoke with her. She stated she would contact the family and call me back, I provided her my direct line. She called back just a few minutes later. She explained to me that she did not have specific information about the jewelry but her son said that she always wore a lot of it. It was very fancy and was like "costume jewelry." She also explained that she had a tattoo on her left breast area that was an angel with butterfly wings. It was the only tattoo that her son had information about.

I called back and spoke with Dr. Sweeney the following day(8/7). I explained to her what I had been able to locate for information about Francine. Dr. Sweeney stated that with that information she was very confident that this person was Francine. She would be completing her investigation and signing the death certificate. Dr. Sweeney was all set.

I began to search for SBI, Triple I checks, and driver history information about Francine and Martin. They both did not show any criminal, or driving, history in Maine. On 8/12, Jessica Voisine, who works for the Department of Highway Safety, called me about this case. She was given access to Quebec driving records due to the duties that she performs. Francine did not show any driving convictions in Quebec.

During my investigation I learned the following information about the events leading up to the crash. On 7/28, Francine and Martin had crossed into the United States from Quebec at the Sandy Bay Township port of entry. Their passports had been checked at approximately 1030hours. They were due to check into a hotel in Hampton Beach, New Hampshire that same day. They never checked in. The couple had been expected to return to Quebec on 8/30 but never returned. Renald Lacasse contacted the Quebec Provincial Police at that time. The family had also contacted the local police in Hampton New Hampshire. The family also contacted all of the local hospitals and the hotel that Francine and Martin were supposed to be staying in. They did not have any luck finding out information. The Provincial Police attempted to contact Francine and Martin by cell phone. The calls were not answered. They also checked credit card information and the cards did not show any activity in the United States.

The Quebec Provincial Police contacted the State Police MIAC center. They sent a bulletin out state wide to other police agencies at approximately 1300 hours the same day that the crash was discovered.

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The family members decided to cross into the United States and travel the same route that Francine and Martine were supposed to travel. They were stopping and investigating any marks that looked as if someone may have crashed. They discovered the car at about the same time that Det Lt Gottardi was driving by. They flagged him down, because the area did not have any cell reception.

On 8/12 I spoke with Det Ross, about the possibility of performing a vehicle autopsy and if the vehicle could be released from impound. Det Ross spoke with Sheriff Lancaster and ADA Brent Davis. It was decided that a vehicle autopsy would not be performed due to the fact that there would be no criminal prosecution as a result of this investigation. I made contact with Charlies Tow Service and told them that the vehicle was all set and could be released.

On 8/12 I received an e mail from Ed Yoshiyama. He is a member of the Royal Canadian Mounted Police. He is a liaison officer based in New York City. He requested a copy of my completed crash report. I called and spoke with him on the phone. I explained that the crash report would be completed within 30 days and he would be able to request a copy of the report at that time. He asked several questions about the crash scene and the circumstances about our knowledge of the missing persons report. I answered all of the questions and he offered his help if anything was needed.

When the completed report is approved I will return Francine's purse to the family.

D. COURT OR CRIMINAL RECORD CHECK:

1. All involved operators, pedestrians, or other suspects.
1. None see attachment

E. NCIC CHECK:

1. All involved operators, pedestrians, or other suspects.
1. None, see attachment

F. ACCIDENT HISTORY CHECK:

1. All involved operators, pedestrians, or other suspects.
1. None see attached e mail

G. PHYSICAL CONDITION AND HEATH HISTORY:



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1. All involved operators, pedestrians, or other suspects.

1. Unknown prior to crash

### H. ALCOHOL INVOLVEMENT:

1. All involved operators, deceased passengers or pedestrians that a blood or breath sample was taken from and the chemical results of these tests.

1. Francine Dumas and Martin Poulin's results are unknown and will be included in the Medical Examiner's report.

### I. DRUG INVOLVEMENT:

1. All involved operators, deceased passengers or pedestrians who were known to be taking drugs prior to or at the time of the accident.

1. None known for both of the deceased

### J. CARBON MONOXIDE INVOLVEMENT:

1. All involved operators, deceased passengers or pedestrians who were tested for carbon monoxide and the results of those tests.

1. None known for both of the deceased

### K. VEHICLE DAMAGE:

1. List color, year, make, model, registration number and serial number of each involved vehicle. Include mileage reading and full inspection sticker data. Describe all observed damage by clockwise sequence for the outside areas followed by inside compartment areas.

2. List known mechanical conditions of each unit prior to accident and any mechanical defects found after the accident. Focus attention on condition of brakes, tires, lights, steering, and exhaust systems or other conditions that may have caused or attributed to the accident.

3. List the name of persons who examined the vehicle after the accident and where each vehicle is presently stored.

1. See accident report attachment.

2. The motor vehicle appeared to be in good operating condition prior to the accident. No outstanding mechanical defects, that could be known to be present prior to the crash, the vehicle was stored, while impounded, at Charles Towing. The vehicle was released to Charles Towing.

### L. TRAFFIC AND HIGHWAY CONDITIONS:

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1. Fully describe the known traffic and highway conditions that existed when the accident occurred. Information on traffic signal controls and posted highway signs should be included, in addition to known speed limits. List any factor that may have caused or attributed to the accident. Include any sight line obstructions.

1. The roadway where the accident occurred was on a paved, straight, road. The road had no pot holes or other defects that were seen. The posted speed limit of the road is 55mph. The visibility is 0.6 miles north and 0.2 miles south of the crash scene. There were no known sight obstructions that could have obscured the operator's view. The traffic at the time of the crash was unknown. There were no other known vehicles in the area at the time of the crash.

### M. WEATHER CONDITIONS:

1. Describe known weather conditions at the time of the accident. List factors that may have caused or contributed to the accident.

1. The weather conditions at the time of the crash are unknown. The crash occurred with a one week time period from when they crossed at the border. I printed out forecasted weather conditions for the week prior to the crash and there were no forecasted storms in that area. I have included this report as an attachment.

### N. LIGHT CONDITIONS:

1. Describe known light conditions at the time of the accident. Include natural and artificial lighting. List factors that may have caused or contributed to the accident.

1. The area is dark, with no street lights, after sunset. There are no known lighting factors that may have contributed to the crash.

### O. COURT ACTION TAKEN OR CONTEMPLATED:

1. Describe court action taken or contemplated against any involved person. Pleas, findings, fines and jail sentences should be included with the full court data, if available.

None being pursued at this time

### P. OPINION(S) OF INVESTIGATOR AS TO CAUSE AND GENERAL CONCLUSIONS:

1. Opinion(s) of the investigator should be based on known facts that were discovered throughout the investigation. It should include a primary causation factor, secondary causation factor and other related cause factors. General conclusions should contain a brief summary of the results of investigation.

2. The Investigator may wish to have this section of the report placed on separate confidential sheet and identified as such.

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1. The vehicle had no apparent mechanical defects. The primary cause of the crash was speed. It is unknown if an animal, or something else occurred, that caused the operator to lose control. It appeared that the operator lost control slid sideways into the large tree. It came to rest a short distance further south after striking the tree.

**Q. LIST FULL NAMES, ADDRESSES, AND HOME TELEPHONE NUMBERS OF ALL WITNESSES:**

1. Briefly state after each witness' name, what the witness can testify to in relation to the fatal accident and if a signed statement was obtained.

1. Eric Poulin, Martin's son, [REDACTED], located crash

2. Renald Lacasse and Lucie Champagne, Renald is Francine's son, [REDACTED], located crash

3. Valerie Poulin, Martin's daughter, [REDACTED], located crash

4. Catherine Lachance and Jose Banos, [REDACTED], stopped at crash scene translated for family

**R. LIST FULL NAMES AND TITLES OF ALL INVESTIGATORS AND OTHER OFFICERS:**

1. List the full names, titles, and agencies of all investigators and officers that participated in the fatal accident investigation.

1. Corporal Ritchie Putnam, primary investigator Somerset Sheriff's Office

2. Det. Michael Ross, reconstructionist Somerset Sheriff's Office

3. Assistant District Attorney Brent Davis

4. Det. Lt. Carl Gottardi, Somerset County Sheriff's Office, arrived on scene first

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5. Deputy William Quigley, Somerset County Sheriff's Office, traffic control at crash scene

6. Deputy Stephen Arming, traffic control at crash scene

7. Dr. Sweeney, Medical examiner in charge of death investigation

8. Jessica Volsine, Department of Highway Safety, driver information

5. ENCLOSURES:

1. List and Identify all documents that are attached to the investigator's fatal accident report, such as:

- a. Signed Statements:
- b. Photographs and videos:
- c. Physical Evidence Lists:
- d. Special Diagrams:
- e. Court and Criminal Records:
- f. Medical Reports:
- g. Chemical and Laboratory Results:
- h. Miscellaneous Documents and Other Reports, and
- i. Receipts for clothing, money and other articles.

A. Det Lt. Gottardi's report and Border Patrol Agent Logston's report

B. Attached and on included CD

C. None

D. Accident report and diagram

E. Triple III and SBI records checks.

F. Death Certificate available on request at Medical Examiner's Office

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G. None

H. File 141, first report of fatal, newspaper article on crash, weather reports, missing person bulletin

I. None

Include any information that the investigator feels should remain confidential with the report but on a separate page or pages and CLEARLY mark as CONFIDENTIAL in red ink. That page(s) will not be released to anyone outside the Bureau until the investigating officer authorizes the release.

Respectfully Submitted,

Corporal Ritchie Putnam

**INVESTIGATOR:** Det. Lt. Carl E. Gottardi II / Somerset S.O.

**REFERENCE:** Fatal motor vehicle accident, discovered on August 04, 2015, at 1410hrs, Rt. 201, West Forks.

**CASE NUMBER:** 15-4904 (Somerset S.O.)

On August 04, 2014, at approximately 1410hrs, I was southbound on Rt. 201, in the West Forks, in my County issued truck. At that time, Deputy William Quigley was present with me. When I reached the area of the Salmon Stream Road intersection, I observed persons just south of this intersection, on the east side of the roadway, stopped and walking around in the ditch area. I passed the subjects, then I turned around and pulled over on the east side of the roadway and activated my blue lights.

A male subject, who was visibly upset, basically advised me that that there had been an accident and persons were deceased. I would note that the male subject, along with others that were present with him, was hard to understand, as the persons spoke very little English.

I entered the ditch area and noted a lot of debris scattered near the wood line. I could also observe motor vehicle tire marks in the grass/dirt, which led into the wooded area. As I approached the wood line, I could partially observe the rear area of a light colored car. There were trees down on top of the car, which concealed the car from easily being spotted from the roadway.

I approached the driver's side of the car, from inside the wood line. I observed a human body in the driver's seat area, as well as another human body, which was situated in the front passenger seat. I immediately noted, that the human body located in the driver's seat area, which appeared to be a female, was deceased. I determined that the female was deceased, due to the level of decomposition to the body, along with the large presence of beetles/flyes on the body and the odor emitting from the body.

I checked the human body situated in the front passenger seat, who was a male. The male was also deceased, as his body was stiff/cold and he had various discolorations of his skin. I did not observe any other human bodies in or around the motor vehicle at this time. I noted at this time, that the rear registration plate affixed to the vehicle, was a Quebec, Canada registration. The vehicle sustained a large amount of damage in the crash, which included a large tree being embedded in the rear passenger side of the car, as well as the roof of the car being crushed down.

After I made the aforementioned observations, I went back to my truck and I notified the Somerset County Communications Center of my findings. At this time, I requested that an ambulance be dispatched to the scene, to further check the bodies located inside the motor vehicle. I also requested that additional Deputies be dispatched to the scene. Corporal Ritchie Putnam was assigned as lead investigator of this accident.

While I was speaking with the persons present, I learned that the persons located in the crashed motor vehicle, were relatives of theirs, who had not been heard from for approximately one week. The persons present, advised that they had been out looking for their relatives, when they located the accident, just prior to my arrival. A Border Patrol Agent (Hiram B. Logston) had stopped by the scene and at my request, he spoke with the family members present, as the Agent could speak/understand French.

In regards to the persons present at the scene, who had located the accident, I learned that one of the males and one of the females present, is the son/daughter of the deceased male passenger. A while later, a son of the deceased female driver, arrived at the scene.

I had the Border Patrol Agent collect all of the pertinent information from all of the persons present at the scene, which I supplied to Corporal Putnam, once he arrived on scene.

A short time after my arrival, an ambulance, from the Upper Kennebec Valley Ambulance Service, arrived on scene. The ambulance attendant checked the bodies located inside the crashed vehicle and he confirmed that both persons were deceased.

Prior to Corporal Putnam's arrival, I took numerous photographs of the accident scene, along with short video clips of the accident scene. All of the photographs/videos that I took, were downloaded on a CD and they have been supplied to Corporal Putnam. On the CD, clips #1 through #14, reflect the video shots taken of the accident scene itself. Clips #15 through #44, and clips #58 & #59, reflect the still photographs taken of the roadway and accident scene. Clips #45 through #57, reflect still photographs taken of a separate scene, where a vehicle had skidded off of the roadway, which is located approximately 300 feet north of where the herein referenced crashed vehicle had originally lost control, on the roadway.

I noted from initially checking the scene area, that it was evident that the crashed motor vehicle was travelling south on Rt. 201, when it lost control for unknown reasons, and skidded sideways in the southbound lane for a distance, before leaving the roadway. Once the vehicle left the roadway, it appeared that the vehicle continued sideways in the ditch area, until it crashed into several trees.

When I first arrived on scene, and when I took the photographs of the scene, the roadway and ditch areas were dry (it rained heavily shortly thereafter). I noted that the dug up areas/tire marks in the ditch area, which were made by the crashed vehicle, were not fresh in appearance. This observation that I made, coupled with the condition of the deceased bodies, led me to believe that the crash occurred days prior to this date.

I checked up and down both sides of the roadway (north and south), to see if there were any animal tracks present, like moose tracks, as this area is known for having a lot of moose and deer in the roadway. I checked approximately a thousand feet up and down the sides of the roadway and I did not locate any type of animal tracks.

I did note, that a few hundred feet north of where the crashed vehicle had initially lost control, that another motor vehicle had skidded and left the roadway, on the east side of the roadway. This vehicle only travelled a short distance into the ditch, without striking anything. It appeared that the vehicle may have backed back onto the roadway by itself. The tire marks left by this vehicle in the ditch area were not



fresh and I did not locate any animal tracks in this area. I did photograph this scene and I did not observe anything to connect the actions of this vehicle, to the crashed vehicle containing the deceased bodies.

Detective Michael Ross, who is the Somerset County Sheriff's Office Accident Reconstructionist, arrived on scene, to assist Corporal Putnam with this crash investigation. Details of Detective Ross' findings, can be learned by reviewing his report.

I advised Corporal Putnam to check the crashed motor vehicle over, once it was removed from the wooded area, to see if there were any type of contact marks on the crashed vehicle, or animal hair, to help determine if an animal was possibly involved in this crash. Corporal Putnam advised me that he did not observe any of the aforementioned on the crashed vehicle.

Det. Lt. Carl E. Gottardi II

A handwritten signature in black ink, consisting of several overlapping loops and a central vertical stroke, positioned to the right of the typed name.

### STATE OF MAINE CRASH REPORT

FIRST PAGE

<b>(F) Reporting Agency</b> Somerset County Sheriff's Department		<b>Report Number</b> 156CM-365-AC	<b>Crash Date</b> 08/04/2015	<b>Crash Time</b> 1413	<b>At Scene Date</b> 08/04/2015	<b>At Scene Time</b> 1439
<b>City or Town</b> West Forks Plt		<b>Street or Highway</b> US RTE 201		<b>Nearest Intersecting Street</b> 201		<input type="checkbox"/> Off Road
<b>Direction FROM Nearest Intersection to Crash Site</b> <input type="checkbox"/> At Intersection <input checked="" type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West		<b>Distance From Nearest Inter.</b> 3.5 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles	<b>Latitude</b>		<b>Longitude</b>	
<b>Node 1</b>	<b>Node 2</b>	<b>Measurement Node</b>	<b>Distance to Scene</b>	<b>Posted Speed Limit</b> 55	<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 46	
<b>(F1) Type of Crash</b> 7 - Went Off Road			<b>(F2) Type of Location</b> 1 - Straight Road			
<b>(F3) Weather Condition</b> 10 - Other			<b>(F4) Light Condition</b> 7 - Unknown			
<b>(F5) Road Grade</b> 1 - Level			<b>(F6) Road Surface Condition</b> 11 - Unknown			
<b>(F7) Traffic Control Device</b> 13 - None			<b>Traffic Control Device Operational (pre-crash)?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk			
<b>(F8) Location of First Harmful Event</b> 1 - On Roadway			<b>Total Damage over Threshold?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
<b>(F9) Contributing Circumstances - Environment 1</b> 6 - Other			<b>(F9) Contributing Circumstances - Environment 2</b>			
<b>(F10) Contributing Circumstances - Road 1</b> 11 - Other			<b>(F10) Contributing Circumstances - Road 2</b>			
<b>In or Near a Construction, Maintenance, or Utility Work Zone?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk			<b>Work Zone Workers Present?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk			
<b>(F11) Location of the Crash related to Work Zone</b>			<b>(F12) Type of Work Zone</b>			
<b>Law Enforcement Present at Work Zone?</b> <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No			<b>School Bus Related?</b> <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No			
<b>NARRATIVE</b> V1 was travelling south on Rt 201 in the West Forks.  V1 appeared to have lost control and skidded sideways, going off the roadway to the right. V1 struck a large tree in the passenger's side center pillar. V1 then spun around and came to a rest facing the opposite way. The tree fell on top of the vehicle concealing it from view. V1 was located approximately one week later by family members.			<b>CRASH DIAGRAM</b> 			
<b>Witness Last Name</b>	<b>First</b>	<b>MI</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
<b>Witness Last Name</b>	<b>First</b>	<b>MI</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
<b>Non Vehicle Property Damage Description</b>			<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private			
<b>Property Owner Name</b>			<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
<b>Non Vehicle Property Damage Description</b>			<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private			
<b>Property Owner Name</b>			<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
<b>Reporting Officer</b> Corporal RITCHIE PUTNAM		<b>Sadge#</b> 1310	<b>Report Date</b> 08/05/2015	<b>Approved By</b>		<b>Approved Date</b>

Maine Department of Public Safety

STATE OF MAINE CRASH REPORT UNIT PAGE

Report Number: 1580M-365-AC
Unit ID: 1
Hit Run?
VIN:
License Plate:
State: QC
(U1) Unit Type: 1 - Passenger Car
Insurance Company Name: UNKNOWN
Insurance Policy Number: UNKNOWN
(U2) Vehicle Make: NISSAN
Vehicle Year: 2005
(U3) Vehicle Color: Grey
(U4) Vehicle Configuration:
GVWR or GCWR:
Vehicle Has 9 or More Seats?
HAZMAT Placarded?
(U5) Special Function Vehicle: 1 - No Special Function
Emergency Vehicle Responding to Scene?

(U6) Most Damaged Area: 3 - Center Passenger Side
(U7) Most Harmful Event: 31 - Tree (Standing)
(U8) Pre Crash Actions: 1 - Following roadway
(U9) Contributing Circumstances - Vehicle: 1 - None
(U10) Sequence of Events 1: 8 - Went Off Roadway Right
(U10) Sequence of Events 2: 39 - Tree (standing)
(U10) Sequence of Events 3:
(U10) Sequence of Events 4:

Driver: Driver, Bicycle, Pedestrian, License Number: D520313095712, Active
DRIVER Last Name: DUMAS, First Name: FRANCINE, MI:
DRIVER Address:
City: ST-COME LINIERE, State: QC, Zip: 04810
Citation Number: Pending, Violation 1, Violation 2

OWNER Last Name: DUMAS, First Name: FRANCINE, MI:
OWNER Address:
City: ST-COME LINIERE, State: QC, Zip: 04810

(D1) Driver Distracted By: 6 - Unknown
(D2) Condition at Time of Crash: 1 - Apparently Normal
(D3) Driver Actions at Time of Crash 1: 8 - Exceeded Posted Speed Limit
(D3) Driver Actions at Time of Crash 2:

Alcohol Test: Blood, Alcohol Test Result Pending, Alcohol BAC Result
Drug Test: Blood, Drug Test Result: Pending

(D4) Non Motorist Location at Time of Crash
(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1
(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers
(D7) Bicyclist Maneuvers

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator, 25-Last Known Operator/Owner
SEAT ROW, SEAT POSITION, SEAT POSITION OTHER, AIRBAG DEPLOYED, RESTRAINT SYSTEM, INJURY TYPE, INJURY AREA, INJURY DEGREE, EJECTED, HELMET USE, INJURY INFO SOURCE

Table with columns: Person Type, Last Name, First Name, MI, Sex (M, F, U), DOB, Seat Row, Seat Pos, Seat Belt, All Day Deployed, Ejected, Restraint System, Helmet Use, Injury Degree, Injury Type, Injury Area, Injury Source, Amb Code.
Row 1: 6, DUMAS, FRANCINE, F, 09/15/1957, 2, 1, 2, 1, 2, 1, 10, 9, 3, 715
Row 2: 2, FOULIN, MARTIN, M, 09/26/1957, 1, 3, 2, 1, 3, 1, 10, 9, 3, 715