

If lawmakers are questioning the [legality of a lease](#) for the CMP corridor (see below), why aren't these same legislators questioning the legality of the DOT constructing a connector thru [I-395 Protected Wetlands](#) as can be seen today, on the DOT's own maps on their own website (see below).

We were told back in 2012, when we first questioned the existence of these protected wetlands, that since the MaineDOT couldn't validate the existence of these wetlands when researching titles/deeds/land records, they didn't exist.

If the protected wetlands don't exist, why are they still shown on a map that the DOT is still using 8 years later?

These protected wetlands didn't "accidentally" end up on this map; someone went to great lengths to map them and just because it doesn't promote alternative 2B-2, it doesn't mean they don't exist. Note the last term of the DOT mapviewer URL below: & hide=Wetlands (in red text). What does that mean?

If the protected wetlands truly don't exist, where is the mitigation from the original I-395? I believe the map to be accurate. If not, show us the mitigation map from the original project!!

Should a possible administrative error in 1984, the failure to properly document the protected wetlands established and agreed to during the original I-395 project, cause the ruination of those same protected wetlands some 36 years later? If so, why bother establishing protected wetlands in the first place? Alternative 2B-2 should have never been considered, let alone become the preferred alternative, because of these protected wetlands. If these protected wetlands exist, the DOT is essentially going to environmentally mitigate a prior environmental mitigation and one has to wonder if that action is within National Environmental Policy Act (NEPA) compliance.

From: Larry Adams

Sent: Wednesday, February 19, 2020 1:48 PM

To: Larry Adams

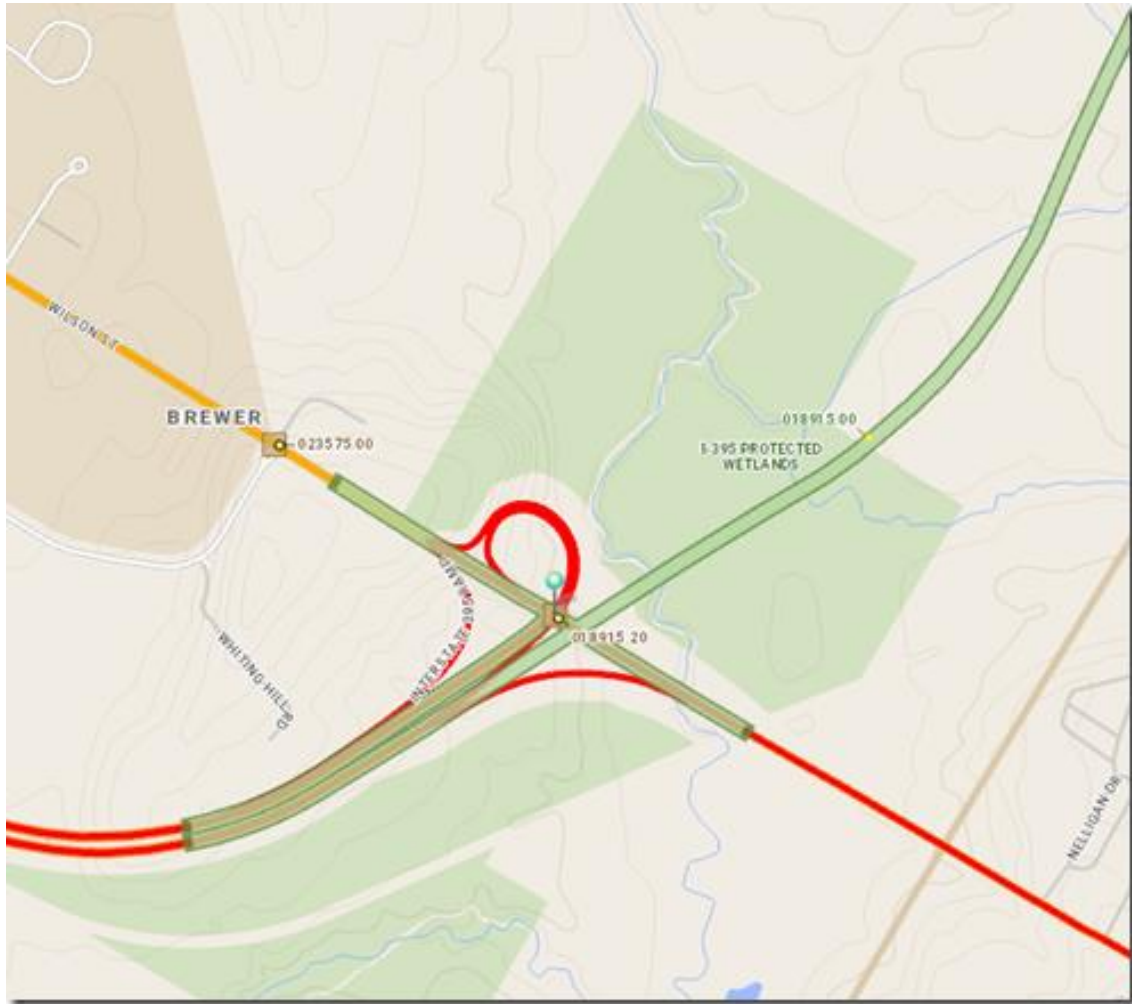
Subject: Maps that the DOT claimed were inaccurate in 2012 are still being used in 2020...



Lawmakers question legality of
lease of state lands for CMP
corridor

<https://bangordailynews.com/2020/02/19/politics/lawmakers-question-legality-of-lease-of-state-lands-for-cmp-corridor/>

<https://www.maine.gov/mdot/mapviewer/?show=Work%20Plan%2021-22%2cWork%20Plan%202020%2cHighway%20Corridor%20Priority&hide=Wetlands>



If the MaineDOT can't even correct a map that they said was incorrect in 2012, the engineering of said connector should also be suspect.