

7.14.2025 – A report posted today in the Bangor Daily News. Why am I posting about a piece of land in Belfast? What does that have to do with anything, especially the subject of this website? I ask you to digest the following excerpts from the [BDN article](#):

“...state and federal officials in 1997 approved its use as a mitigation site, to compensate for wetlands that the credit card giant MBNA filled while building its campus just across Route 3. And that as part of that deal, the parcel “shall be protected in perpetuity from future development.”

The plan that Maine Department of Environmental Protection and the U.S. Army Corps of Engineers approved seems never to have been filed as a restriction to the deed for the property. Now, it’s as though it never existed.”

How is this possible? How could the MaineDOT and others make such a terrible mistake? Environmental mitigation is forever, yet apparently not in this case and also not in the case of the alternative that the MaineDOT chose for the newly opened I395/Route 9 Connector.

The following is from a [MaineDOT Technical Memorandum](#) in October 2003:

Alternative 2B was dismissed at PAC Meeting #11 on February 20, 2002 because MDOT and FHWA thought, as a condition of the Record of Decision, or the Section 404 permit, or both, for the existing section of I-395, additional impacts to Felts Brook would not be permitted and therefore this alternative was not ‘practicable’ under the law.

At the fourth interagency meeting on March 12, 2002, the agencies stated that the permit for the existing section of I-395 was not conditioned to prevent further impacts to Felts Brook, and that Alternative 2B should be considered practicable under the law and should continue to be evaluated.

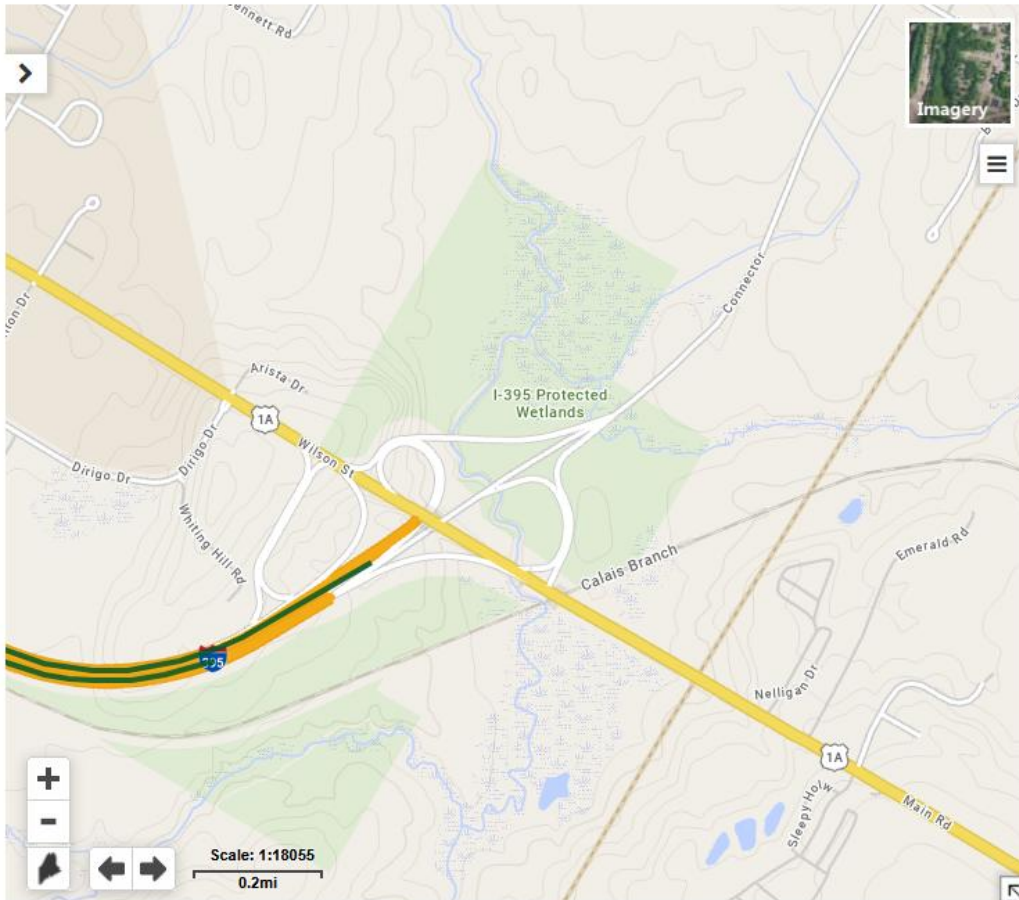
In the spring of 2012, we also discovered that there was a large area at the end of the original I-395 in Brewer (to the north and south) that was labeled I-395 Protected Wetlands. (The map below is the current map used by the MaineDOT on their own official website as found today.) When we brought this map to the attention of the MaineDOT, we were told that the map was wrong, yet the map still shows the designation of I-395 Protected Wetlands 13 years later.

We contended then and still contend today that this was the environmental mitigation from the original project in the 80’s. Yet, nothing was found in the property deeds to prove that. Did someone make changes to the official state map and forget to place a restriction in the property deeds? What is happening in Belfast today would sure prove that it could happen.

MAINEDOT CONSTRUCTION PROJECTS MAP

MaineDOT Construction Advertisement Map

The map viewer is for informational purposes only, and MaineDOT reserves the right to change or modify any information that is displayed.



[Click here to view the above map.](#)

What apparently was just discovered in Belfast also happened in Brewer and the quote below could be used for either failed mitigation:

“The plan that Maine Department of Environmental Protection and the U.S. Army Corps of Engineers approved seems never to have been filed as a restriction to the deed for the property. Now, it’s as though it never existed.”

The quality of life for many on this connector has been negatively affected forever through no fault of their own because someone dropped the ball.

I asked how is this possible in Belfast? It’s possible because it has happened before...