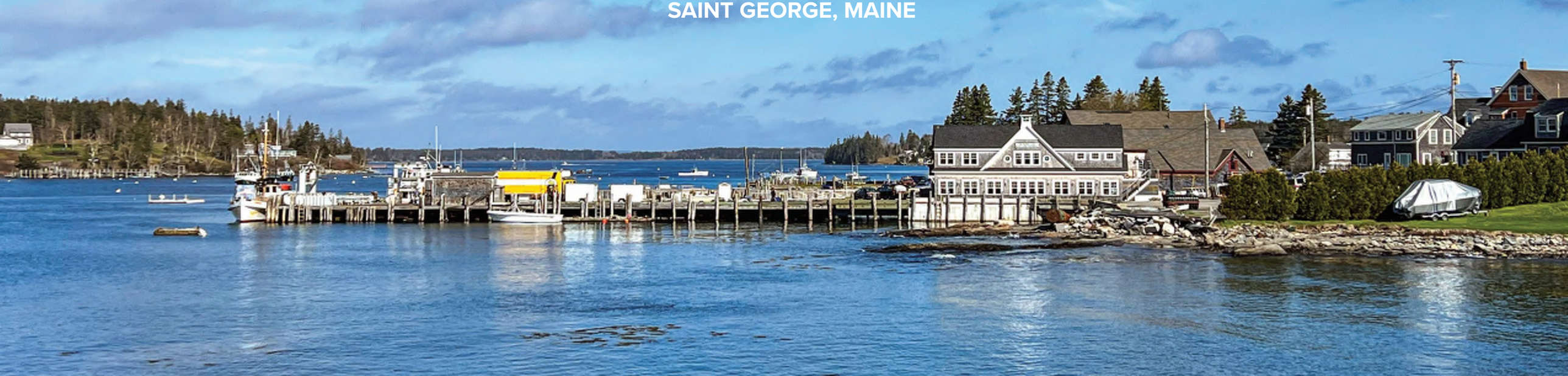
COASTAL RESILIENCE PLANNING FOR COLD STORAGE & FACTORY ROADS

PORT CLYDE

SAINT GEORGE, MAINE



JUNE 2026

SEBAGO TECHNICS

FB Environmental
where science meets civics

PRESENTATION OUTLINE

TEAM INTRODUCTIONS

TIMELINE

PUBLIC MEETING #1 RECAP

FACTORY ROAD - ALTERNATIVES ANALYSIS

COLD STORAGE ROAD - ALTERNATIVES ANALYSIS

QUESTIONS

SEBAGO TECHNICS



AARON HUNTER, PE
Project Manager



SHANE KELLY, PE
Sr Transportation Engineer



MARGO BARAJAS, PLA
Landscape Architect



KELSEY WEIR, EI
Civil Engineer



AARON RADZIUCZ, EI
Transportation Engineer

PROJECT TEAM

FB Environmental

where science meets civics



FORREST BELL
Owner & CEO



BINA SKORDAS
Senior Project Manager, Climate & Watershed Solutions Lead



MINDEE GOODRUM
Project Manager, Watershed Restoration Specialist



ELLIOTT BOARDMAN, NHCWS
Project Manager, Ecologist/ Wildlife Specialist

PROJECT TEAM

TIMELINE

TASK 1

PROJECT INITIATION
SEPT - NOV 2025
KICK-OFF MEETING
INFORMATION GATHERING
PUBLIC MEETING #1

TASK 2

ALTERNATIVES ANALYSIS
JUNE 2026
PUBLIC MEETING #2

WE ARE HERE

TASK 3

30% DESIGN DEVELOPMENT
AUGUST 2026

KEY TAKEAWAYS

INCREASED FLODING: Port Clyde is experiencing more severe southeasters.

KEEP PEOPLE CONNECTED: Year-round access for deliveries and emergency services is important: no land-locking properties. Fishermen need year-round access to their gear. Emergency access matters.

PROTECT NATURAL BUFFERS: Priorotize the protection of existing vegetation and wetlands.

COST CONCERN: Be smart about money and fair about who pays. Consider cost concerns, deed and right-of-way questions, and openness to seasonal or temporary solutions.

PRIORITIZE PEDESTRIANS: People on foot are a priority, especially around the commercial area, the ferry landing, and gathering spots.

THE VILLAGE OF PORT CLYDE
ST. GEORGE, MAINE

TOWN OWNED ROADS

TOWN OWNED PARCEL

MAINE DEPARTMENT OF TRANSPORTATION (MDOT) CONTROLLED ROADWAY

1. INFORMATION CONTAINED ON THIS EXHIBIT IS BASED PRIMARILY OR ENTIRELY ON GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA. THIS IS NOT AN EXISTING CONDITION, TOPOGRAPHICAL, OR BOUNDARY SURVEY.

2. AERIAL IMAGERY SHOWN HEREON IS SOURCED FROM GOOGLE EARTH SATELLITE IMAGERY DATED 2025.

US POST OFFICE

CO-OP ROAD

PORT CLYDE FISHERMAN'S CO-OP

OCEAN HOUSE HOTEL

PORT CLYDE ROAD

GATE

SEASIDE INN

VILLAGE ICE CREAM

RED BARN GALLERY

FACTORY ROAD

COLD STORAGE ROAD

PORT CLYDE GENERAL STORE
(BURNED SEPTEMBER 2023)

SQUID INK COFFEE

MONHEGAN BOAT LINE

PROJECT AREA

36 FACTORY ROAD

TOWN LANDING
(COMPLETED JUNE 2025)

N

0 100 200

GRAPHIC SCALE
1" = 100'

SEBAGO TECHNICS

PUBLIC OWNERSHIP
OCTOBER, 2025



TOWN LANDING, COLD STORAGE ROAD, JANUARY 2024



TOWN LANDING, COLD STORAGE ROAD, DECEMBER 2022



FACTORY ROAD, DECEMBER 2022

RECENT FLOODING

SEBAGO TECHNICS

ALL YEARS

US POST OFFICE

CO-OP ROAD

PORT CLYDE FISHERMAN'S CO-OP

2025 STORM SURGE: 11.21
2050 STORM SURGE: 12.71
2070 STORM SURGE: 13.61
2100 STORM SURGE: 15.11
*Based on 100-year storm surge value of 4.7 feet

OCEAN HOUSE HOTEL

PORT CLYDE ROAD

SEASIDE INN

VILLAGE ICE CREAM

RED BARN GALLERY

FACTORY ROAD

COLD STORAGE ROAD

PORT CLYDE GENERAL STORE
(BURNED SEPTEMBER 2023)

SQUID INK COFFEE

MONHEGAN BOAT LINE

TOWN LANDING
(COMPLETED JUNE 2025)

HIGHEST ASTRONOMICAL TIDE (H.A.T.) ELEVATION

2025: 6.51

PROJECTED HAT
(2025 HAT + SEA LEVEL RISE)

2050: 8.01

2070: 8.91

2100: 10.41

1. INFORMATION CONTAINED ON THIS EXHIBIT IS BASED PRIMARILY OR ENTIRELY ON GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA. THIS IS NOT AN EXISTING CONDITION, TOPOGRAPHICAL, OR BOUNDARY SURVEY.

2. TOPOGRAPHICAL INFORMATION SHOWN HEREON IS BASED ON PROPOSED ELEVATIONS AS SHOWN ON UTILITY AND GRADING PLAN FOR 10 COLD STORAGE ROAD BY G.F. JOHNSTON & ASSOCIATES DATED MARCH 13TH, 2020 AND SUPPLEMENTED BY TOPOGRAPHICAL INFORMATION COLLECTED BY SEBAGO TECHNICS, INC. IN 2023 USING UNMANNED AERIAL VEHICLE TECHNOLOGY.

3. AERIAL IMAGERY SHOWN HEREON IS SOURCED FROM GOOGLE EARTH SATELLITE IMAGERY DATED 2025.

2025 STORM SURGE: 11.21
2050 STORM SURGE: 12.71
2070 STORM SURGE: 13.61
2100 STORM SURGE: 15.11
*Based on 100-year storm surge value of 4.7 feet

N

0 100 200

GRAPHIC SCALE
1" = 100'

SEBAGO TECHNICS

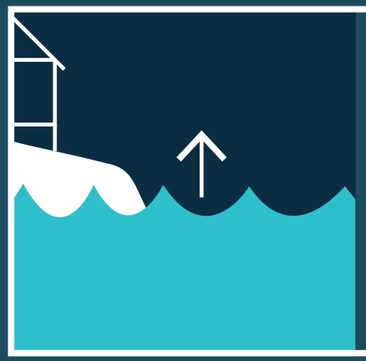
SEA LEVEL RISE & STORM SURGE PROJECTIONS

OCTOBER, 2025



ARMOR

Construct seawall, revetment, living shoreline, flood barriers



ELEVATE

Raise elevation of roads, buildings, infrastructure



RETREAT

Relocate or abandon roads, buildings and infrastructure

MOST CONCEPTS WILL COMBINE MULTIPLE STRATEGIES

RESILIENCY STRATEGIES

SEBAGO TECHNICS









CHALLENGES

Low roadway elevation
Flooding during storm surge events
Limited turnaround & access
Erosion along shoreline

FACTORY ROAD

SEBAGO TECHNICS

1. INFORMATION CONTAINED ON THIS EXHIBIT IS BASED PRIMARILY OR ENTIRELY ON GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA. THIS IS NOT AN EXISTING CONDITION, TOPOGRAPHICAL, OR BOUNDARY SURVEY.

2. TOPOGRAPHICAL INFORMATION SHOWN HEREON IS BASED ON INFORMATION COLLECTED BY SEBAGO TECHNICS, INC. IN 2023 USING UNMANNED AERIAL VEHICLE TECHNOLOGY.

3. AERIAL IMAGERY SHOWN HEREON WAS CAPTURED BY SEBAGO TECHNICS ON MAY 2ND 2023.

4. ELEVATIONS ARE IN RELATION TO VERTICAL DATUM NAVD 88.

STORM SURGE +4.7'
2025 HAT 11.21
2050 HAT 12.71
2070 HAT 13.61
2100 HAT 15.11

FACTORY ROAD

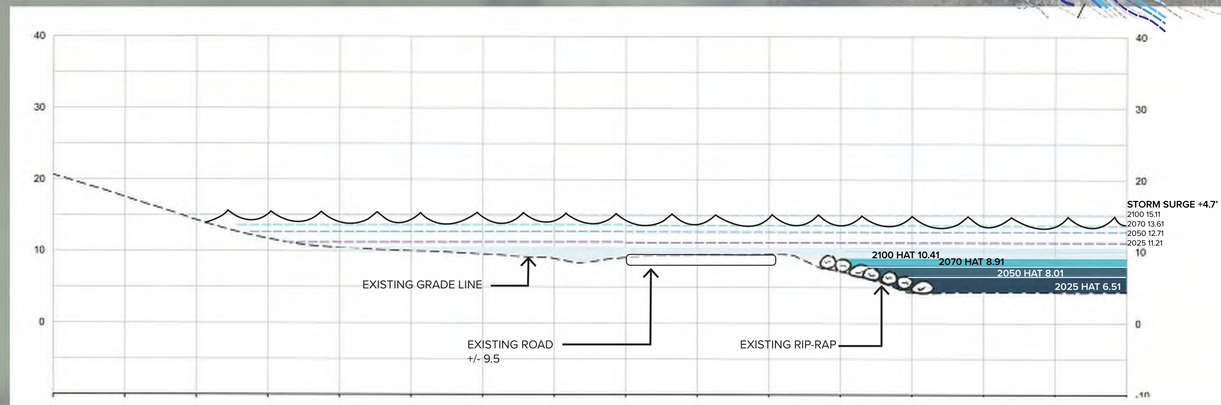
EXISTING CULVERT

EXISTING CULVERT

2025 HAT 6.51
2050 HAT 8.01
2070 HAT 8.91
2100 HAT 10.41

CROSS SECTION

GRAPHIC SCALE
(IN FEET)
1 INCH = 20 FT.



CROSS SECTION

GRAPHIC SCALE
(IN FEET)
1 INCH = 10 FT.

FACTORY ROAD - OPTION 1 - No Action

SEBAGO TECHNICS

1. INFORMATION CONTAINED ON THIS EXHIBIT IS BASED PRIMARILY OR ENTIRELY ON GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA. THIS IS NOT AN EXISTING CONDITION, TOPOGRAPHICAL, OR BOUNDARY SURVEY.

2. TOPOGRAPHICAL INFORMATION SHOWN HEREON IS BASED ON INFORMATION COLLECTED BY SEBAGO TECHNICS, INC. IN 2023 USING UNMANNED AERIAL VEHICLE TECHNOLOGY.

3. AERIAL IMAGERY SHOWN HEREON WAS CAPTURED BY SEBAGO TECHNICS ON MAY 2ND 2023.

4. ELEVATIONS ARE IN RELATION TO VERTICAL DATUM NAVD 88.

APPROXIMATE EXTENT OF GRADING

FACTORY ROAD (ONE-WAY) →

FACTORY ROAD (ONE-WAY) →

10' VEGETATED BUFFER

RIP-RAP REVETMENT

APPROXIMATE EXTENT OF ROADWAY GRADING

EXISTING UTILITY POLES TO BE RELOCATED, TYP.

EXISTING RIP-RAP TO REMAIN

PROPOSED CULVERT

EXISTING CULVERT TO BE REPLACED, TYP.

EXISTING CULVERT TO REMAIN

2025 HAT 6.51

2050 HAT 8.01

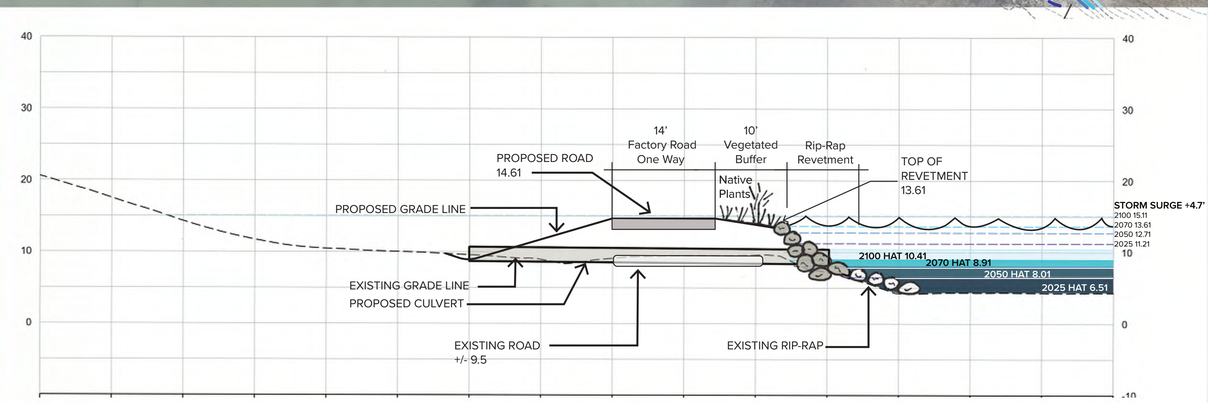
2070 HAT 8.91

2100 HAT 10.41

CROSS SECTION

GRAPHIC SCALE

(IN FEET)
1 INCH = 20 FT.



CROSS SECTION

GRAPHIC SCALE

(IN FEET)
1 INCH = 10 FT.

ELEVATE

ARMOR

COASTAL RESILIENCE STRATEGIES

FACTORY ROAD - OPTION 2 - One-way with Revetment

SEBAGO TECHNICS

1. INFORMATION CONTAINED ON THIS EXHIBIT IS BASED PRIMARILY OR ENTIRELY ON GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA. THIS IS NOT AN EXISTING CONDITION, TOPOGRAPHICAL, OR BOUNDARY SURVEY.

2. TOPOGRAPHICAL INFORMATION SHOWN HEREON IS BASED ON INFORMATION COLLECTED BY SEBAGO TECHNICS, INC. IN 2023 USING UNMANNED AERIAL VEHICLE TECHNOLOGY.

3. AERIAL IMAGERY SHOWN HEREON WAS CAPTURED BY SEBAGO TECHNICS ON MAY 2ND 2023.

4. ELEVATIONS ARE IN RELATION TO VERTICAL DATUM NAVD 88.

APPROXIMATE EXTENT OF GRADING

FACTORY ROAD (RE-ROUTED)

PROPOSED CULVERT

EXISTING CULVERT TO REMAIN

LIVING SHORELINE

PARK

PROPOSED SIDEWALK

WALL

EXISTING UTILITY POLES TO BE RELOCATED, TYP.

PROPOSED CULVERT, EXISTING TO BE RELOCATED AND REPLACED

EXISTING RIP-RAP TO REMAIN

COIR LOGS

CROSS SECTION

EXISTING CULVERT TO BE REPLACED

2025 HAT 6.51

2050 HAT 8.01

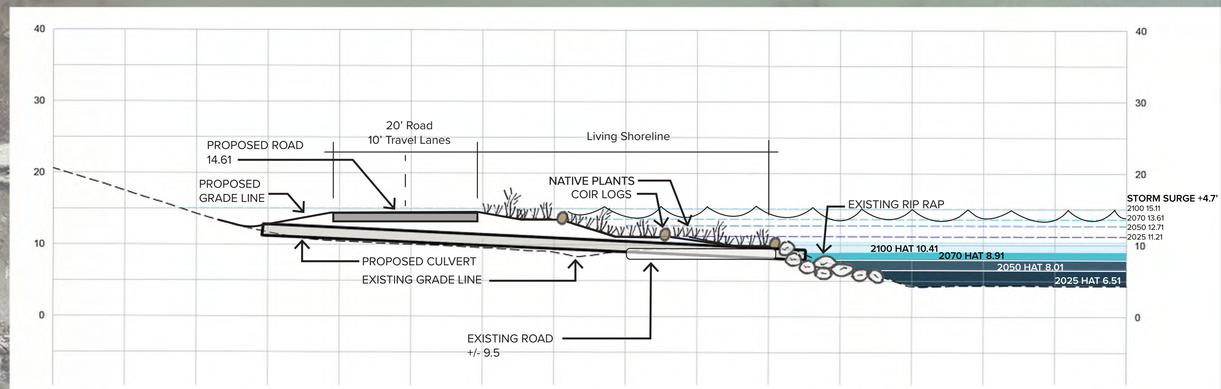
2070 HAT 8.91

2100 HAT 10.41

FACTORY ROAD (RE-ROUTED)

GRAPHIC SCALE

(IN FEET)
1 INCH = 20 FT.



CROSS SECTION

GRAPHIC SCALE

(IN FEET)
1 INCH = 10 FT.

ELEVATE

RETREAT

COASTAL RESILIENCE STRATEGIES

FACTORY ROAD - OPTION 3 - Road Realignment with Living Shoreline

SEBAGO TECHNICS

1. INFORMATION CONTAINED ON THIS EXHIBIT IS BASED PRIMARILY OR ENTIRELY ON GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA. THIS IS NOT AN EXISTING CONDITION, TOPOGRAPHICAL, OR BOUNDARY SURVEY.

2. TOPOGRAPHICAL INFORMATION SHOWN HEREON IS BASED ON INFORMATION COLLECTED BY SEBAGO TECHNICS, INC. IN 2023 USING UNMANNED AERIAL VEHICLE TECHNOLOGY.

3. AERIAL IMAGERY SHOWN HEREON WAS CAPTURED BY SEBAGO TECHNICS ON MAY 2ND 2023.

4. ELEVATIONS ARE IN RELATION TO VERTICAL DATUM NAVD 88.

APPROXIMATE EXTENT OF GRADING

MULTI-USE PATH

LIVING SHORELINE

FACTORY ROAD (DEAD END)

FACTORY ROAD (DEAD END)

APPROXIMATE EXTENT OF ROADWAY GRADING

EXISTING RIP-RAP TO REMAIN

EXISTING UTILITY POLES TO BE RELOCATED, TYP.

2025 HAT 6.51

2050 HAT 8.01

2070 HAT 8.91

2100 HAT 10.41

COIR LOGS

PROPOSED CULVERT

CROSS SECTION

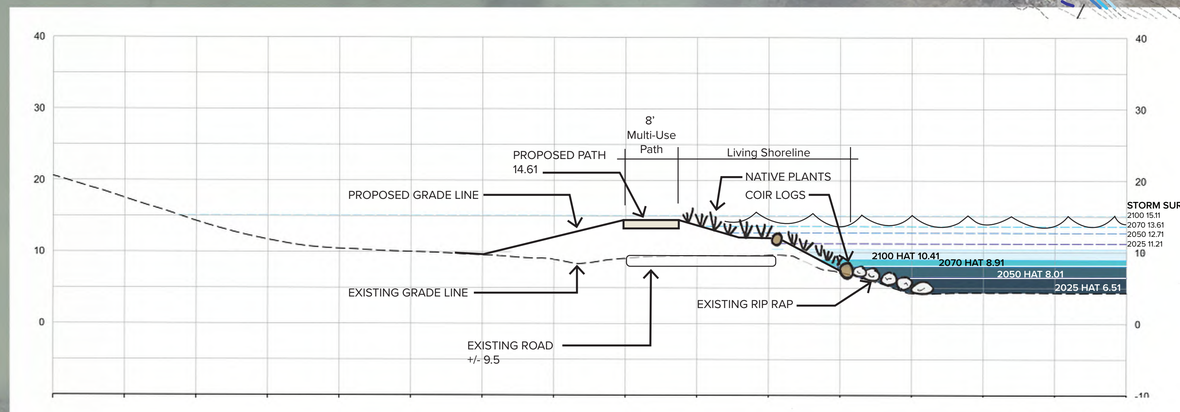
PROPOSED RIP-RAP

EXISTING CULVERT TO BE REPLACED, TYP.

EXISTING CULVERT TO REMAIN

GRAPHIC SCALE

(IN FEET)
1 INCH = 20 FT.



CROSS SECTION

GRAPHIC SCALE

(IN FEET)
1 INCH = 10 FT.

ELEVATE

RETREAT

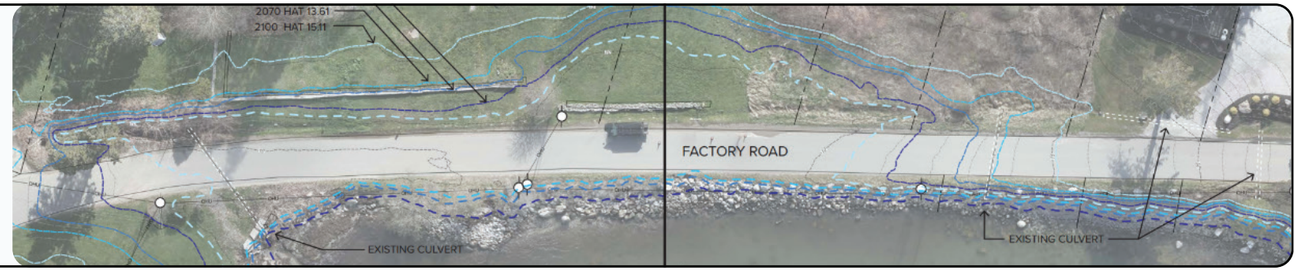
COASTAL RESILIENCE STRATEGIES

FACTORY ROAD - OPTION 4 - Dead End w/ Multi-Use Path & Living Shoreline

SEBAGO TECHNICS

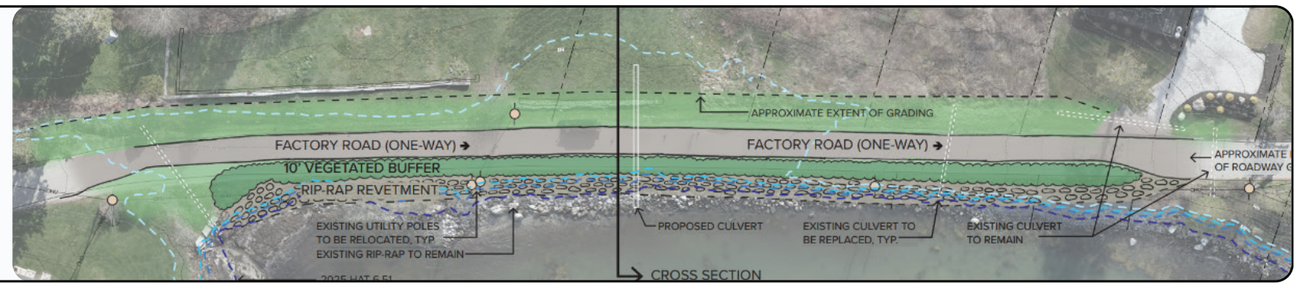
1 No Action *$ 0*

- Continued flooding, erosion, & roadway deterioration
- Increasing maintenance costs & access/safety risks



2 One-Way with Revetment *$ 593,000*

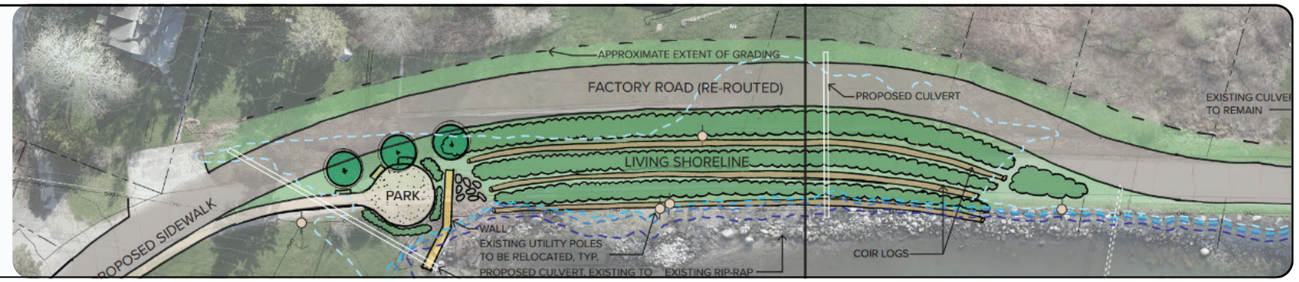
- Road narrowed & raised to future flood elevation
- Shoreline armoring (revetment) & drainage upgrades
- Utility relocation required



3 Re-Alignment & Living Shoreline *$ 748,000*

- Road shifted inland
- Sidewalk & overlook added
- Living shoreline or hardened protection options

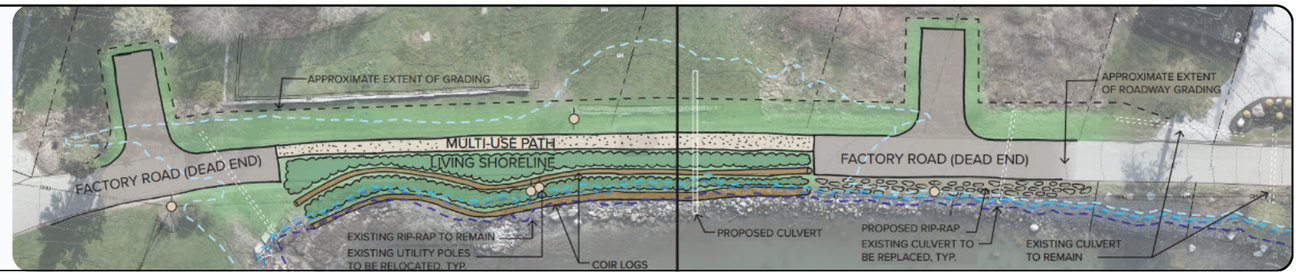
→ Requires land acquistion



4 Dead End, Multi-Use Path & Living Shoreline *$ 569,000*

- Vehicular access removed in lowest section
- 8’ pedestrian/bike path replaces connection
- Living shoreline stabilization; lower maintenance

→ Requires land acquistion



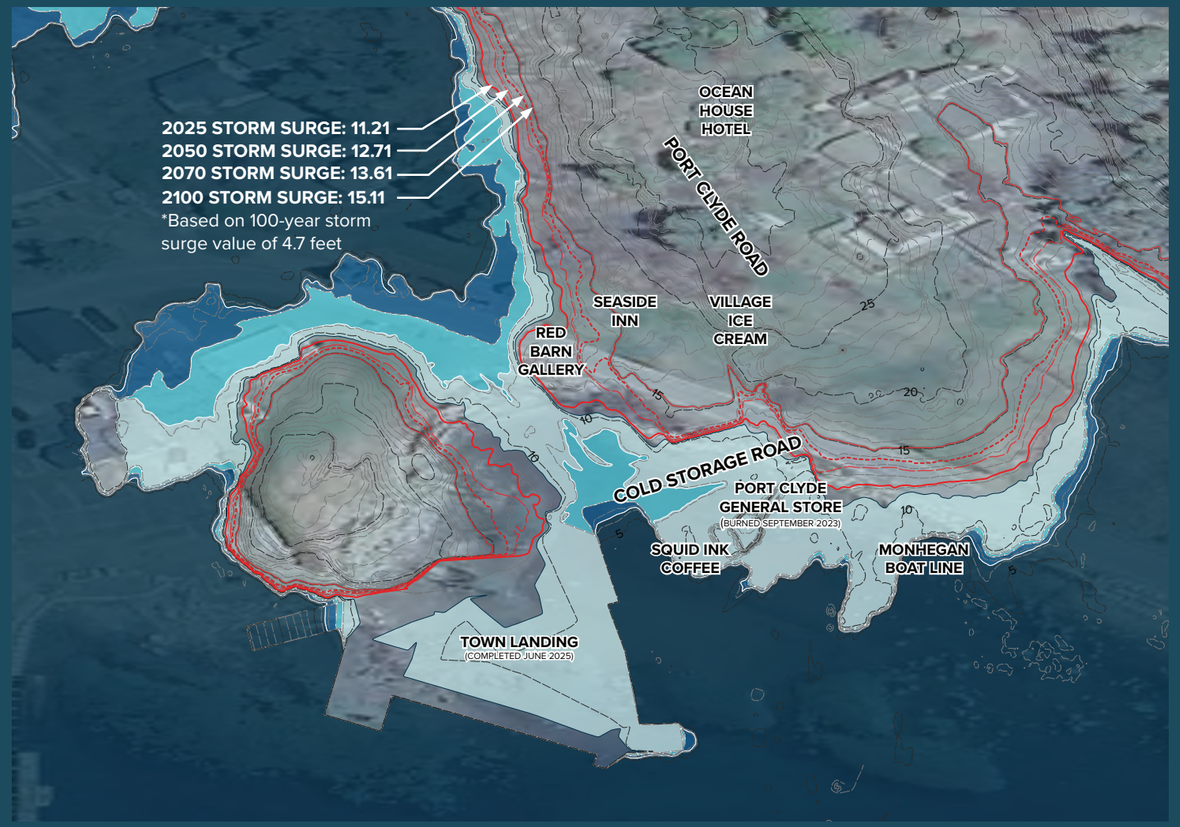
FACTORY ROAD

SEBAGO TECHNICS









CHALLENGES

Frequent overtopping during storms
Narrow roadway with limited shoulder
Direct wave exposure
Limited space between shoreline & upland
Utilities within roadway corridor

COLD STORAGE ROAD

SEBAGO TECHNICS

1. INFORMATION CONTAINED ON THIS EXHIBIT IS BASED PRIMARILY OR ENTIRELY ON GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA. THIS IS NOT AN EXISTING CONDITION, TOPOGRAPHICAL, OR BOUNDARY SURVEY.

2. TOPOGRAPHICAL INFORMATION SHOWN HEREON IS BASED ON PROPOSED ELEVATIONS AS SHOWN ON UTILITY AND GRADING PLAN FOR 10 COLD STORAGE ROAD BY G.F. JOHNSTON & ASSOCIATES DATED MARCH 13TH, 2020 AND SUPPLEMENTED BY TOPOGRAPHICAL INFORMATION COLLECTED BY SEBAGO TECHNICS, INC. IN 2023 USING UNMANNED AERIAL VEHICLE TECHNOLOGY.

3. AERIAL IMAGERY SHOWN HEREON IS SOURCED FROM GOOGLE EARTH SATELLITE IMAGERY DATED 2025.

4. ELEVATIONS ARE IN RELATION TO VERTICAL DATUM NAVD 88.

2025 HAT 6.51
2050 HAT 8.01
2070 HAT 8.91
2100 HAT 10.41

19 COLD STORAGE

SHED

END OF PUBLIC RIGHT OF WAY

COLD STORAGE ROAD

HOTEL

RED BARN GALLERY

13 COLD STORAGE

18 COLD STORAGE

12 COLD STORAGE

PORT CLYDE RD (ROUTE 131)

FACTORY ROAD

Storm Surge + 4.7'
2025 STORM SURGE 11.21
2050 STORM SURGE 12.71
2070 STORM SURGE 13.61
2100 STORM SURGE 15.11

1 COLD STORAGE

2025 HAT 6.51
2050 HAT 8.01
2070 HAT 8.91
2100 HAT 10.41

SQUID INK COFFEE

GENERAL STORE (BURNED)

MONHEGAN BOAT LINE

TOWN LANDING

LEGEND

STRUCTURE AT RISK OF FLOODING

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 INCH = 20 FT.

COLD STORAGE ROAD - OPTION 1 - NO ACTION

SEBAGO TECHNICS

1. INFORMATION CONTAINED ON THIS EXHIBIT IS BASED PRIMARILY OR ENTIRELY ON GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA. THIS IS NOT AN EXISTING CONDITION, TOPOGRAPHICAL, OR BOUNDARY SURVEY.

2. TOPOGRAPHICAL INFORMATION SHOWN HEREON IS BASED ON PROPOSED ELEVATIONS AS SHOWN ON UTILITY AND GRADING PLAN FOR 10 COLD STORAGE ROAD BY G.F. JOHNSTON & ASSOCIATES DATED MARCH 13TH, 2020 AND SUPPLEMENTED BY TOPOGRAPHICAL INFORMATION COLLECTED BY SEBAGO TECHNICS, INC. IN 2023 USING UNMANNED AERIAL VEHICLE TECHNOLOGY.

3. AERIAL IMAGERY SHOWN HEREON IS SOURCED FROM GOOGLE EARTH SATELLITE IMAGERY DATED 2025.

4. ELEVATIONS ARE IN RELATION TO VERTICAL DATUM NAVD 88.

2025 HAT 6.51
2050 HAT 8.01
2070 HAT 8.91
2100 HAT 10.41

19 COLD STORAGE

SHED

END OF PUBLIC RIGHT OF WAY

EXISTING UTILITY POLES TO BE ADJUSTED OR RELOCATED, TYP.

RED BARN GALLERY

HOTEL

PORT CLYDE RD (ROUTE 131)

FACTORY ROAD

13 COLD STORAGE

18 COLD STORAGE

COLD STORAGE ROAD

RAISE ROAD ELEVATION TO 14.61'

Storm Surge + 4.7'
2025 STORM SURGE 11.21
2050 STORM SURGE 12.71
2070 STORM SURGE 13.61
2100 STORM SURGE 15.11

TEMPORARY FLOOD BARRIERS TO PREVENT FLOODING OF BUILDING DURING STORM SURGE

1 COLD STORAGE

12 COLD STORAGE

TEMPORARY FLOOD BARRIERS TO PREVENT FLOODING OF BUILDING DURING STORM SURGE

APPROXIMATE EXTENT OF GRADING

2025 HAT 6.51
2050 HAT 8.01
2070 HAT 8.91
2100 HAT 10.41

TEMPORARY FLOOD BARRIER DURING STORMS

SQUID INK COFFEE

GENERAL STORE (BURNED)

MONHEGAN BOAT LINE

TOWN LANDING

EXAMPLES OF TEMPORARY FLOOD BARRIERS





LEGEND

- STRUCTURE AT RISK OF FLOODING
- STRUCTURE NEEDS TO BE ELEVATED
- AREA OF ROAD EFFECTED

GRAPHIC SCALE
(IN FEET)
1 INCH = 20 FT.

COLD STORAGE ROAD - OPTION 2 - RAISE NORTHERN PORTION OF ROAD

ELEVATE

ARMOR

COASTAL RESILIENCE STRATEGIES

SEBAGO TECHNICS

1. INFORMATION CONTAINED ON THIS EXHIBIT IS BASED PRIMARILY OR ENTIRELY ON GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA. THIS IS NOT AN EXISTING CONDITION, TOPOGRAPHICAL, OR BOUNDARY SURVEY.

2. TOPOGRAPHICAL INFORMATION SHOWN HEREON IS BASED ON PROPOSED ELEVATIONS AS SHOWN ON UTILITY AND GRADING PLAN FOR 10 COLD STORAGE ROAD BY G.F. JOHNSTON & ASSOCIATES DATED MARCH 13TH, 2020 AND SUPPLEMENTED BY TOPOGRAPHICAL INFORMATION COLLECTED BY SEBAGO TECHNICS, INC. IN 2023 USING UNMANNED AERIAL VEHICLE TECHNOLOGY.

3. AERIAL IMAGERY SHOWN HEREON IS SOURCED FROM GOOGLE EARTH SATELLITE IMAGERY DATED 2025.

4. ELEVATIONS ARE IN RELATION TO VERTICAL DATUM NAVD 88.

2025 HAT 6.51
2050 HAT 8.01
2070 HAT 8.91
2100 HAT 10.41

19 COLD STORAGE

SHED

END OF PUBLIC RIGHT OF WAY

RED BARN GALLERY

HOTEL

13 COLD STORAGE

18 COLD STORAGE

12 COLD STORAGE

PORT CLYDE RD (ROUTE 131)

FACTORY ROAD

Storm Surge + 4.7'
2025 STORM SURGE 11.21
2050 STORM SURGE 12.71
2070 STORM SURGE 13.61
2100 STORM SURGE 15.11

COLD STORAGE ROAD

APPROXIMATE EXTENT OF GRADING

EXISTING CULVERT TO BE RECONSTRUCTED

1 COLD STORAGE

EXISTING UTILITY POLES TO BE ADJUSTED OR RELOCATED, TYP.

RAISE ROAD ELEVATION TO 14.61

APPROXIMATE EXTENT OF GRADING

EXISTING STORM DRAIN INFRASTRUCTURE TO BE RECONSTRUCTED

BOAT RAMP TO REMAIN

2025 HAT 6.51
2050 HAT 8.01
2070 HAT 8.91
2100 HAT 10.41

BOAT RAMP (TO BE MODIFIED)

SQUID INK COFFEE

GENERAL STORE (BURNED)

TOWN LANDING

MONHEGAN BOAT LINE

LEGEND

- STRUCTURE AT RISK OF FLOODING
- STRUCTURE NEEDS TO BE ELEVATED
- AREA OF ROAD EFFECTED

GRAPHIC SCALE
(IN FEET)
1 INCH = 20 FT.

COLD STORAGE ROAD - OPTION 3 - RAISE SOUTHERN PORTION OF ROAD

ELEVATE
COASTAL RESILIENCE STRATEGIES

SEBAGO TECHNICS

1. INFORMATION CONTAINED ON THIS EXHIBIT IS BASED PRIMARILY OR ENTIRELY ON GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA. THIS IS NOT AN EXISTING CONDITION, TOPOGRAPHICAL, OR BOUNDARY SURVEY.

2. TOPOGRAPHICAL INFORMATION SHOWN HEREON IS BASED ON PROPOSED ELEVATIONS AS SHOWN ON UTILITY AND GRADING PLAN FOR 10 COLD STORAGE ROAD BY G.F. JOHNSTON & ASSOCIATES DATED MARCH 13TH, 2020 AND SUPPLEMENTED BY TOPOGRAPHICAL INFORMATION COLLECTED BY SEBAGO TECHNICS, INC. IN 2023 USING UNMANNED AERIAL VEHICLE TECHNOLOGY.

3. AERIAL IMAGERY SHOWN HEREON IS SOURCED FROM GOOGLE EARTH SATELLITE IMAGERY DATED 2025.

4. ELEVATIONS ARE IN RELATION TO VERTICAL DATUM NAVD 88.

2025 HAT 6.51
2050 HAT 8.01
2070 HAT 8.91
2100 HAT 10.41

19 COLD STORAGE

SHED

END OF PUBLIC RIGHT OF WAY

EXISTING UTILITY POLES TO BE ADJUSTED OR RELOCATED, TYP.

18 COLD STORAGE

RAISE ROAD ELEVATION TO 14.61

12 COLD STORAGE

COLD STORAGE ROAD

RED BARN GALLERY

13 COLD STORAGE

HOTEL

PORT CLYDE RD (ROUTE 131)

FACTORY ROAD

Storm Surge + 4.7'
2025 STORM SURGE 11.21
2050 STORM SURGE 12.71
2070 STORM SURGE 13.61
2100 STORM SURGE 15.11

EXISTING CULVERT TO BE RECONSTRUCTED

1 COLD STORAGE

EXISTING UTILITY POLES TO BE ADJUSTED OR RELOCATED, TYP.

APPROXIMATE EXTENT OF GRADING

EXISTING STORM DRAIN INFRASTRUCTURE TO BE RECONSTRUCTED

2025 HAT 6.51
2050 HAT 8.01
2070 HAT 8.91
2100 HAT 10.41

BOAT RAMP (TO BE MODIFIED)

SQUID INK COFFEE

GENERAL STORE (BURNED)

MONHEGAN BOAT LINE

TOWN LANDING

LEGEND

- STRUCTURE AT RISK OF FLOODING
- STRUCTURE NEEDS TO BE ELEVATED
- AREA OF ROAD EFFECTED

GRAPHIC SCALE
(IN FEET)
1 INCH = 20 FT.

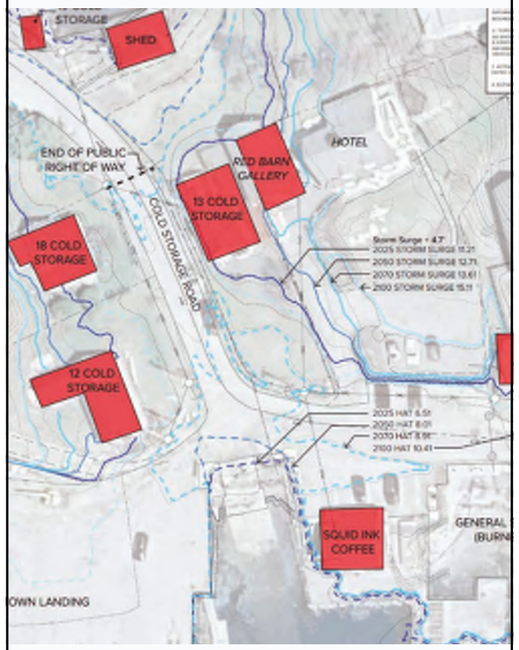
COLD STORAGE ROAD - OPTION 4 - RAISE ENTIRE ROAD

ELEVATE
COASTAL RESILIENCE STRATEGIES

SEBAGO TECHNICS

1 No Action

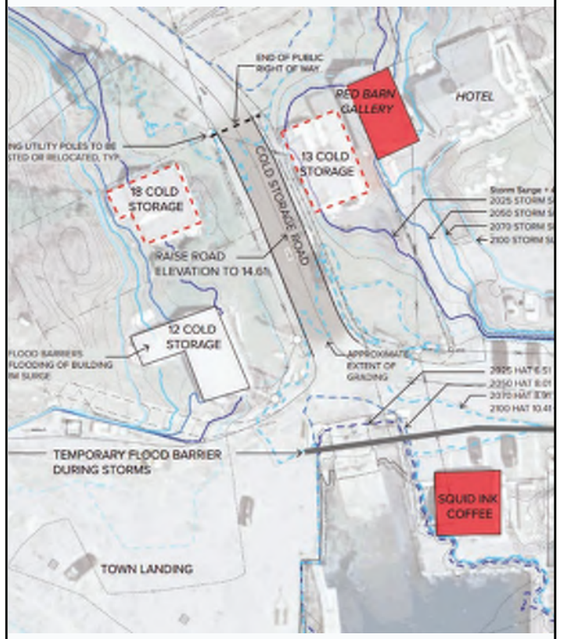
- Ongoing flooding impacts homes, businesses, & access
- High risk of isolation during storms



$ 0

2 Raise Northern Portion of Roadway

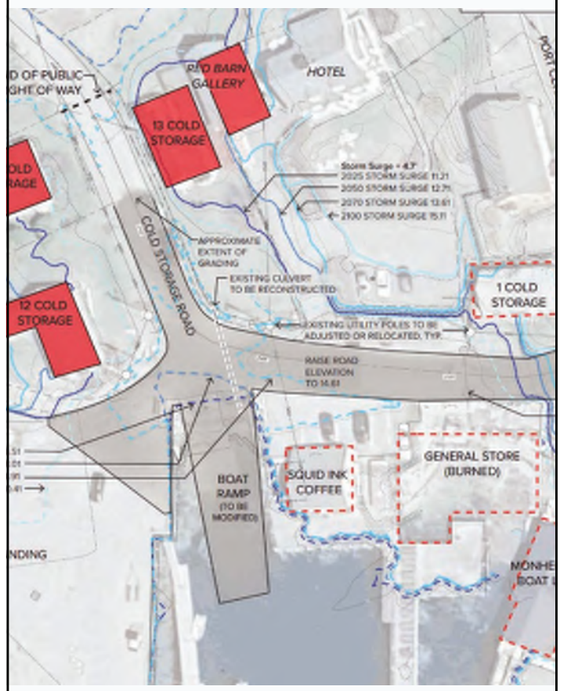
- Northern section raised near public landing
- Temporary flood barriers at boat ramp
- Partial reduction in flooding



$ 338,000

3 Raise Southern Portion of Roadway

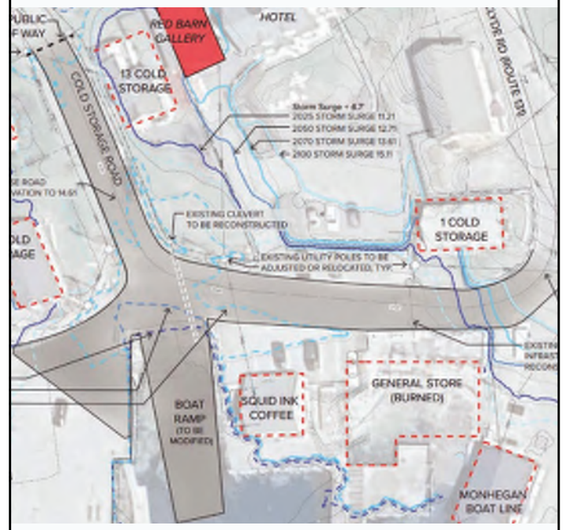
- Southern portion raised; northern section still floods
- Improves conditions for limited segment only



$ 1,114,000

4 Raise Entire Roadway

- Road mostly raised to future flood elevation
- Requires significant property coordination & building adaptations
- Highest level of flood protection & access reliability



$ 1,198,000

**Raising existing private buildings in not included in the estimated cost. Any costs associated with raising of buildings shall be the responsibility of the property owner.*

COLD STORAGE ROAD

SEBAGO TECHNICS

QUESTIONS?

SEBAGO TECHNICS

FB Environmental
where science meets civics