

## Islesboro Sea Level Rise Committee Meeting Minutes

4:00 pm 9/11/2025 @ Town Office & Via Zoom

1. Called to Order. Established Quorum
  - a. Attending: Shri Verrill, Donna Leone, Shey Conover, Lauren Bruce, Peter Rothschild, Sue Stafford, Jennifer West, Janet Anderson, Chloe Joule, Peter Willcox, From GZA: Cheryl Coviello, Aimee Mountain, Nancy Alexander, Todd Greene
  - b. Public: David Labbe, Linda Gillies, Tim Logan, Laura Giardino, Ginnie Hess
2. Approved draft minutes from [8/14/25](#) Meeting. Nancy Alexander motioned to approve, Donna Leone Seconded. Unanimous approval.
3. Narrows Project Update
  - a. Brief summary of work to date
    - i. Committee has secured over \$250k in grant funding allowing us to complete an alternatives analysis, hire project manager, and bring us to 60% design for infrastructure plan at the Narrows.
    - ii. We have explored a number of different options, including different revetment and breakwater designs, different road elevations, and a bridge option as a phased approach.
    - iii. After discussions with permitting agencies, and with feedback from GZA, and our project manager Shri – the design that is being brought to 60% design is a one-phased approach that rebuilds revetments at the Narrows and raises the road 4 – 5 feet to provide the most longevity and economically feasible project and work to minimize environmental impact.
    - iv. We currently have a \$5M CDS request in for consideration of funding for this project. If this is not awarded, we expect to apply for FEMA funding.
  - b. GZA Presentation of Draft 60% Design.
    - i. [Link to Full GZA Presentation](#)
    - ii. Questions/Discussion
      1. North Narrows east side: 2:1 shoulder slope to stay in the right of way. 3:1 on the west side.
        - a. Are there concerns about erosion with the steeper slope?
        - b. Clarified that the steeper slope doesn't preclude plantings.

- c. Will be looking at culvert to answer questions about stormwater management as design is refined.
- 2. There are options for parking in middle and south narrows that are being evaluated. Some locations will require additional survey work.
- 3. What is the permitting implication for the different options for the revetment? Option 1 is more easily permissible, as there are less impacts to the intertidal.
- 4. What is the stability of the material being used on the revetments to prevent projectiles during storms? This height crest of the revetment – rock size is approx. 2 times of what is currently there. Average of 3' rock size. GZA will continue to refine.
- 5. We will need to coordinate with utilities, as location of utility poles and lines would be impacted. It is appropriate to start that outreach now to understand the associated cost.
- 6. Is the 2:1 slope unsafe for bicycles/walkers? We need to look at the slope around areas of low visibility to ensure there is enough of a shoulder to share the road safely. A guard rail installation is an option.
- 7. What is the fill material for the road? It is a gravel-based material, compacted, and would be built up to the bottom of the asphalt. 3 – 4' of gravel fill below the pavement. On the revetment – will need a good filter blanket between the stone and the gravel interface so that we don't lose soil on the rock revetment. Our Project Manager will confirm material with GZA and communicate with SLRC as the design progresses.
- 8. What is the ingress/egress for private property at the Narrows?
  - a. Would need to be some regrading on the Leone property. Contractors can work the grading so that the property is still accessible, but it will have impacts.
  - b. Clarification that there is currently a well in the proposed area of impact around elevation of 11'. Which would need to change the proposed design.
  - c. It is going to be a challenging design to not have some impact on this property.

9. What happened to the consideration of moving the road to the west in the middle narrows?
    - a. Moving the road to the west would have wetland and songbird habitat impacts. After consideration it was determined this option would have more impacts, take more time, and cost more money.
  10. What is the timing and how will access be maintained during construction?
    - a. Will be further refined as the design is finalized. Recognize access needs to be maintained. Likely a winter construction season to accommodate work windows. It might take more than one construction season. Would likely be raising the road incrementally, and having one lane open.
  11. Total project cost estimated at \$5.3M – 6.1M.
    - a. GZA asked if the town could share information about island projects to better understand cost of doing this kind of work on the island.
    - b. Clarifying questions about assumptions in the budget: GZA says there are allowances for soft costs in the current estimate. There is both an island contingency and the normal contingency 20 – 30%. The estimates are based on current understanding of construction costs in 2025, with the contingency accounting for expected increases in material costs and potential unknowns
- iii. Next Steps – complete 60% design by end of October. Need to get GZA feedback on parking and revetment options to move forward. GZA would like to contract to complete final design and to assist with construction documents as needed to help move the project to construction.
1. Legally to proceed – do you need permission from abutting property owners to proceed?
  2. Can complete 60% design without formal agreement. Things can change between 60 – 100% to make accommodations.
  3. The permitting process can be initiated, but probably not permitted without property owner approval.
  4. We will continue discussions with impacted landowners.

4. Set Next Meeting Date. Shri will be on island September 29<sup>th</sup> -30<sup>th</sup> We will aim to schedule our next meeting date when she is on-island. Will confirm time/day/place as soon as her travel schedule is confirmed.
5. Adjourn, 5:15 pm.