



# **BROOKVILLE BOULEVARD FLOOD MITIGATION STUDY**

Public Information Meeting

Presented to Brookville Boulevard Community on December 10, 2025



# Agenda

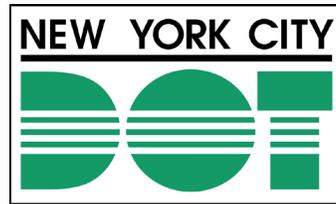
- Introductions
- Project Background & History
- Project Schedule & Scope
- Project Concepts
- Open House



# Introductions

## Agency Client Team

Lead Agency



Partner Agency



## Stakeholder Agencies



FEMA



# Introductions

## Consultant Team

The logo for AKRF, consisting of the lowercase letters 'akrf' in a bold, black, sans-serif font.

MATRIX **NEW** WORLD



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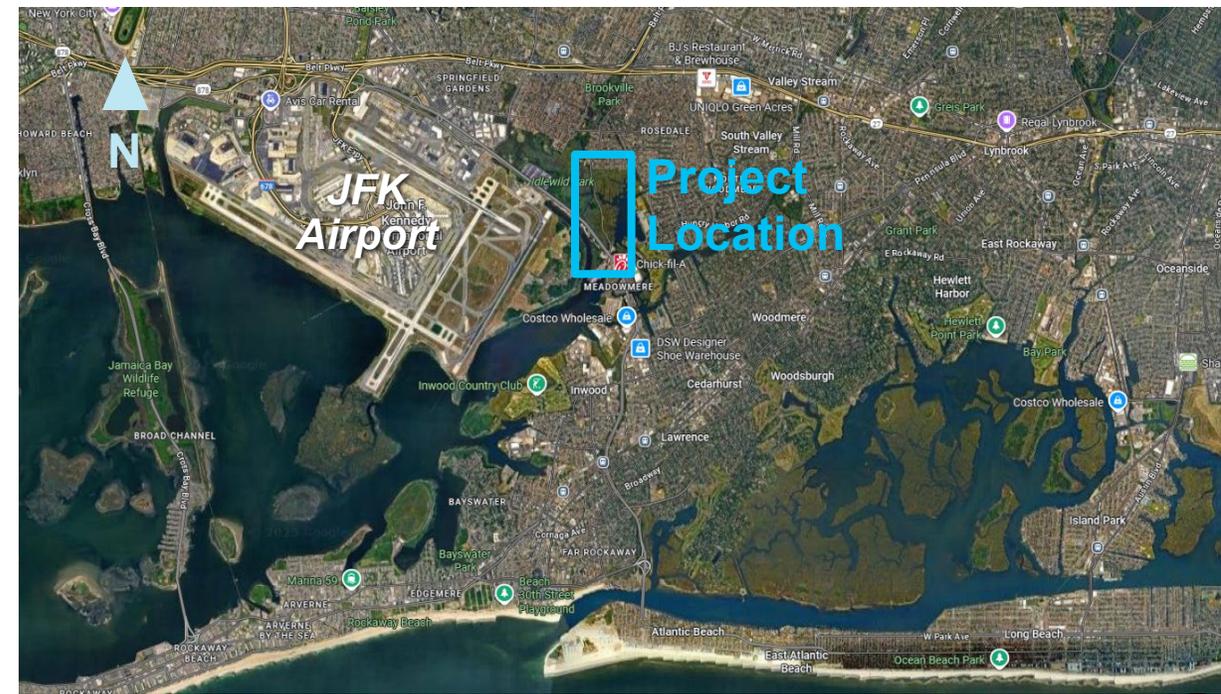
# Project Background & History



# Project Background & History

## Brookville Boulevard – A Key Connection Between SE Queens & SW Nassau

- Originally Constructed in the Late 1800's
- Connects SE Queens (Rosedale) with Nassau County's Five Towns & the Rockaway Peninsula
- No easily accessible alternative routes or detours



**Project Location**

# Project Background & History

## Brookville Boulevard – A History of Driver Safety & Illegal Dumping Issues

### ‘Snake Road’ Buried In Bureaucracy Of Refuse

by Christopher Henderson May 18, 2006



The mounds of fast food containers, old tires, and broken furniture that fill the stretch of wet Brookville Boulevard from 149th Avenue to Rockaway Boulevard, known as Snake Road to locals, fill an average city dump.

The public land has been a mess for at least a decade and faces little prospect of a major cleanup. It remains in bureaucratic limbo between the state and the city. The land is regulated by the state Department of Environmental Conservation, but the responsibility of cleaning it up falls to the city.

Source: [qchron.com](#)

### Two teens killed in crash on Snake Road

By Ivan Pereira

Posted on May 20, 2009



By Ivan Pereira

Dozens of friends of a Richmond Hill High School student were in mourning after he and another teen were killed Wednesday afternoon in a car crash on the accident-prone part of Brookville Boulevard known as Snake Road.”

Source: [Qns.com](#)

### 1 dead, 3 hurt as car plunges into marsh near JFK

December 30, 2012 / 1:08 PM EST / CBS News

NEW YORK One woman is dead and three other people were injured after the car they were riding in plunged into a marshy area near Jamaica Bay in Queens early Sunday morning.

The woman was brought to the hospital in very critical condition, [reports CBS Station WCBS](#). She was later pronounced dead at Jamaica Hospital, police said.

The car was traveling on a narrow, curvy road off of Rockaway Blvd., near a runway at John F. Kennedy International Airport, when it went off the road and into a few feet of water around 4:30 a.m.

The roadway - Brookville Boulevard - is commonly known as Snake Road for its dangerous curves, reports WCBS correspondent Amy Dardashtian, who also spotted black ice on the roadway near the crash scene.

Source: [cbsnews.com](#)



# Project Background & History

## Brookville Boulevard – New York Rising Community Reconstruction Program - Idlewild

- Report Released in December 2014
- Examined Superstorm Sandy and Flood Impacts
- Proposed Multiple Projects including this study dedicated to Brookville Boulevard / Snake Road
- Funding for this study was secured by a FEMA Grant and is focused on Snake Road
  - Proposal Submitted in 2022, Awarded in 2023

### Idlewild Watershed Communities

#### **D2: Study to Elevate Brookville Boulevard (Snake Road) between 149th Boulevard and Rockaway Boulevard [Featured Project]**

##### **Project Description**

Brookville Boulevard between 149th Ave and Rockaway Boulevard—known locally as Snake Road—is a key transportation corridor for the Idlewild Watershed Communities. The roadway services 17,500 cars daily, the Q114 bus route, and provides direct access from Brookville to Rockaway Boulevard, one of the area’s main east-west thoroughfares. However, Brookville Boulevard is a dangerous road due to its location, layout, and elevation. The road is only 24 feet wide in most locations and is situated at

- Determine necessary improvements to roadway geometry to improve safety;
- Assess the use of infrastructure upgrades to elevate the roadway on a trestle to encourage the passage of intertidal waters through the surrounding wetlands. The passage of these waters is important for the protection and nourishment of the wetlands and the function of the wetlands as a water retaining body; and
- Evaluate constructing a wetlands

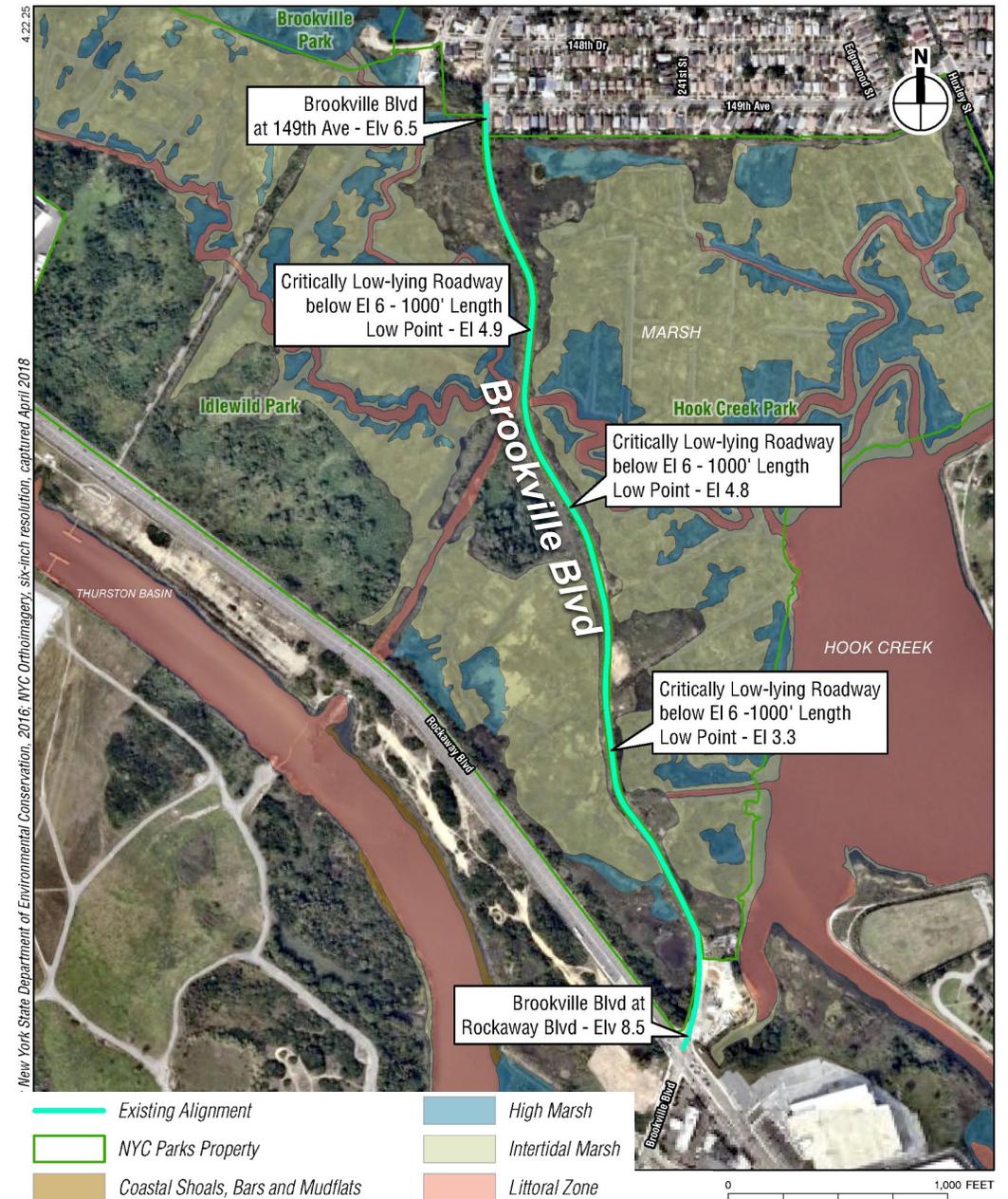


Source: NY Rising Community Reconstruction Program, Idlewild

# Project Background & History

## Brookville Boulevard – Chronic Flooding

- Low-Lying Roadway Surrounded by Tidal Wetlands
- Roadway has no storm sewers
- Regularly experiences high tide and coastal storm flooding
- Community and elected officials have been expressing concern for many years



# Project Background & History

## Brookville Boulevard – Chronic Flooding

### Site Conditions – September 2025

- Dry weather
- No coastal storm
- High tide – slightly above normal
- Significant flooding at a low point
- Flooding incidents like this can cause roadway closures



*Flooding at a low point in the road during a site visit on September 12, 2025*

# Project Background & History

## Brookville Boulevard – Safety Issues

Poor sight distance around curves

No pedestrian or bicycle facilities

No roadside protection (guiderail/barrier)

Narrow roadway with no shoulders



# Project Background & History

## Brookville Boulevard – Illegal Dumping Issues



Secluded location

Negatively affects wetlands and habitats

No fencing to discourage dumping

# Project Background & History

## What we heard so far

- Historical issues & news articles
- Superstorm Sandy & NY Rising Study
- Senator Sanders coordination
- Community Board Meetings
- Elected Official Briefings

### Notorious Snake Road to be subject of flood study

December 19, 2023



BROOKVILLE BOULEVARD, BETTER KNOWN TO LOCALS AS SNAKE ROAD, IS SCHEDULED TO UNDERGO A FLOOD MITIGATION STUDY. PHOTO VIA GOOGLE MAPS

Source: *Queens Daily Eagle*

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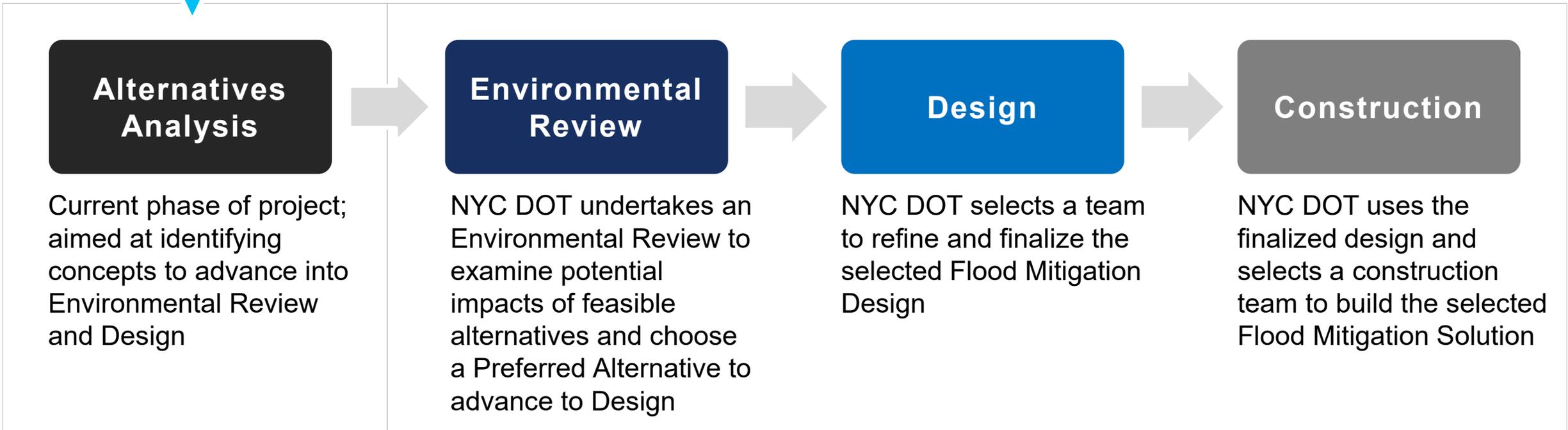
# Project Schedule & Scope

# 2

# Overall Program Schedule

## Typical Project Process

We are here!



**Current Phase**

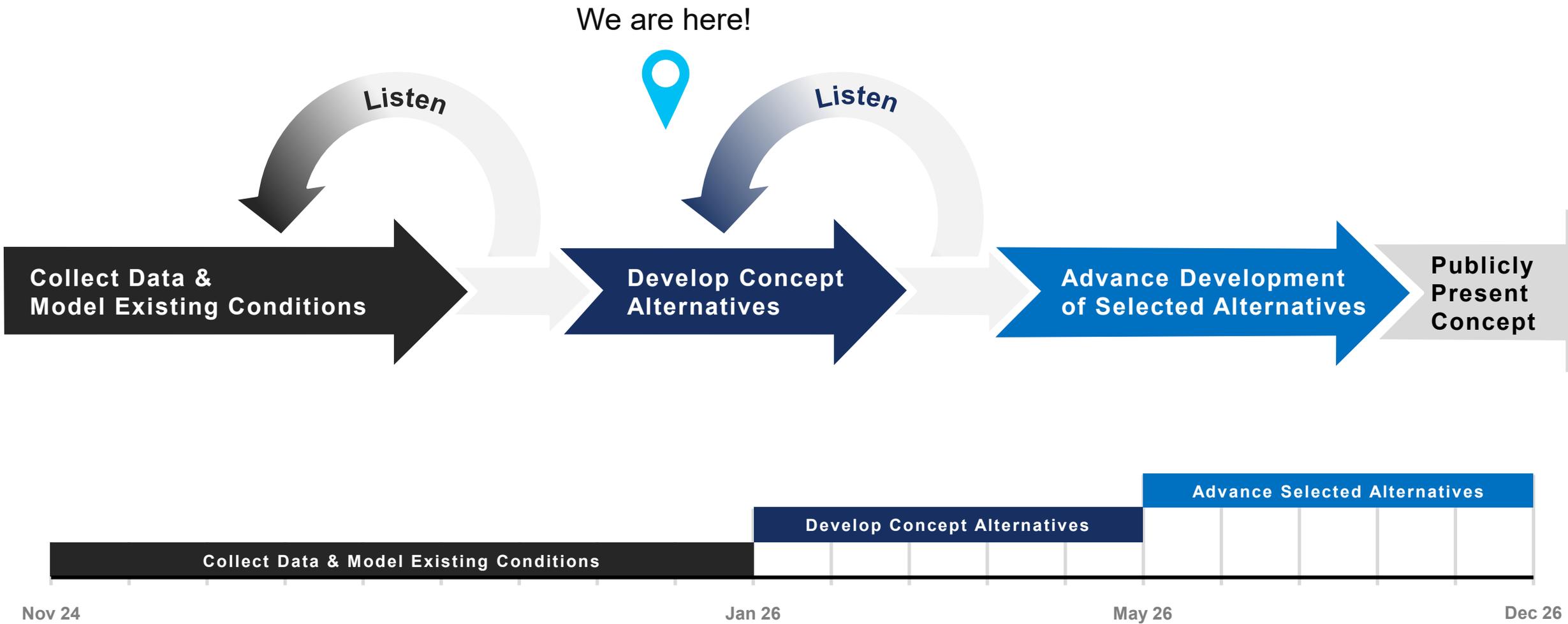
Funded

**Future Phases**

Additional Funding Required

# Project Schedule & Scope

## Project Development Process



# Project Schedule & Scope

## Project Timeline

We are here!



TASK	DESCRIPTION	Q4 2024		Q1 2025			Q2 2025			Q3 2025			Q4 2025			Q1 2026			Q2 2026			Q3 2026			Q4 2026		
		Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	Data Collection																										
1.1	Project Identification/Feasibility																										
1.2	New Surveys																										
1.3	Traffic Study																										
2	Climate Change Resiliency Assessment																										
2.1	Hydraulic and Hydrologic Modeling																										
2.2	Climate Scenario Modeling																										
3	Flood Mitigation Alternatives																										
3.1	Concepts Along Snake Road's Alignment																										
3.2	Concepts to Shorten Snake Road																										
3.3	Schematic Geometric Design																										
4	Final Report																										
5	Community Engagement																										
6	Project Management																										

◆ Technical Memo Deliverable

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# Project Concepts

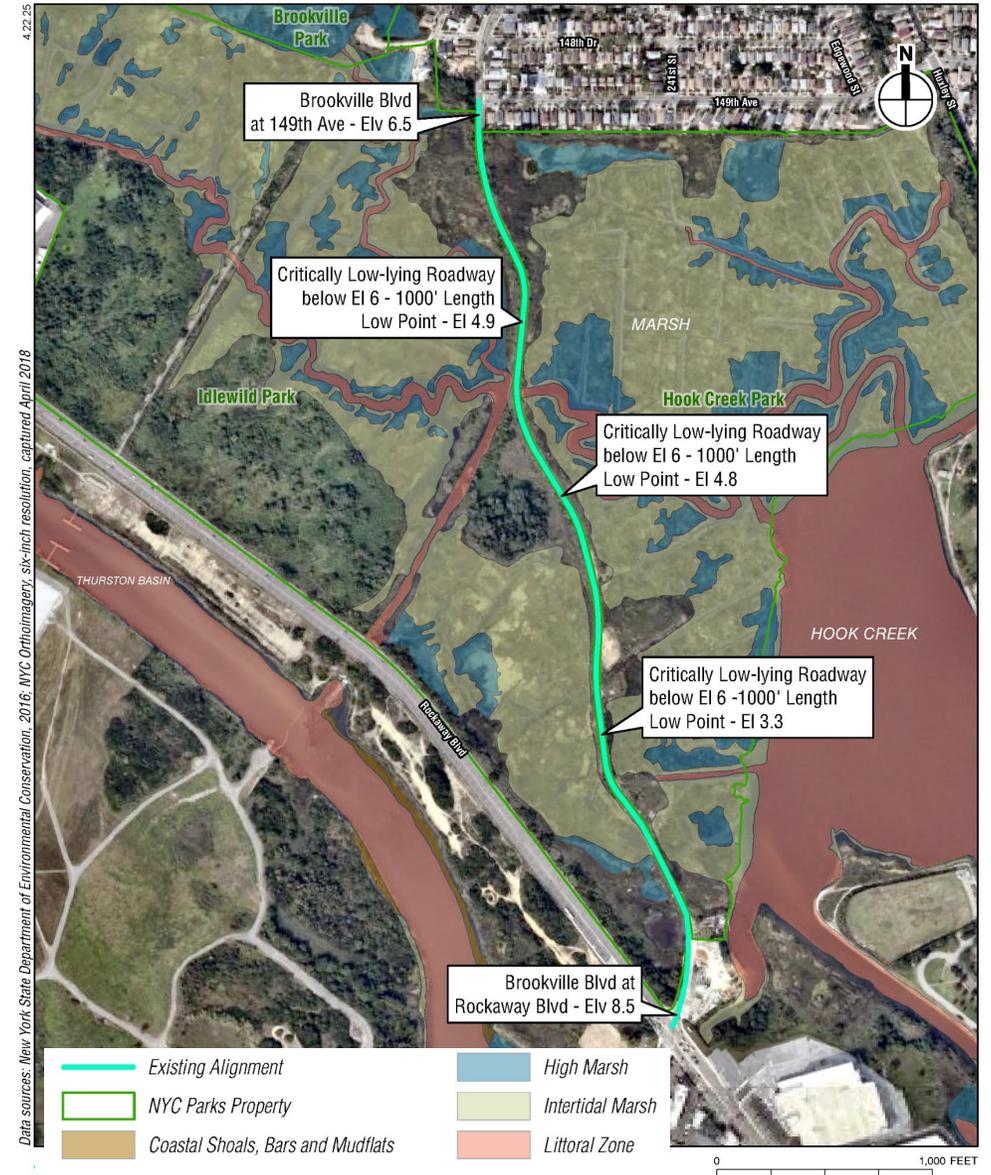
# 3

# Project Concepts

## Preliminary Concepts to Improve Brookville Boulevard

### We Want Your Input!

- Horizontal Alignments / Roadway Location
- Roadway Elevations & Flooding Relief
- New Roadway Cross Section
- Other Potential Design Opportunities
- Environmental Benefits / Impacts / Mitigation

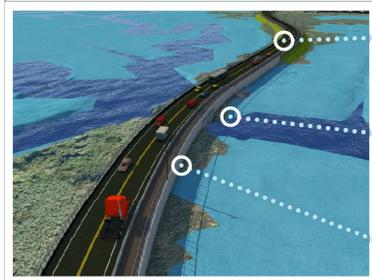


# Horizontal Alignments/Roadway Location

**A-1** Rebuild on Existing Alignment



- APPROXIMATE START OF ROADWAY WORK
- EXISTING ROADWAY LOW POINT
- APPROXIMATE END OF ROADWAY WORK

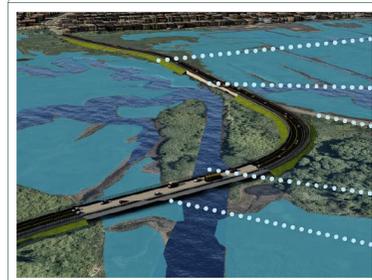


- POTENTIAL EMBANKMENT
- POTENTIAL CULVERT TO CONNECT WATER CHANNELS
- POTENTIAL RETAINING WALL

**A-2** Partial Alignment



- APPROXIMATE START OF ROADWAY WORK
- APPROXIMATE END OF ROADWAY WORK
- POTENTIAL NEW SIGNALIZED INTERSECTION
- EXISTING ROADWAY LOW POINT

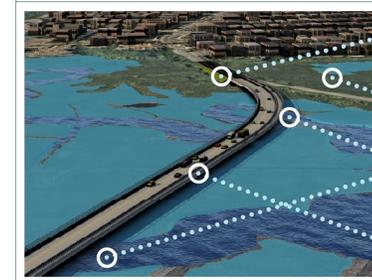


- POTENTIAL EMBANKMENT
- POTENTIAL RETAINING WALL
- EXISTING ROADWAY
- CHANNEL FLOWS FREELY UNDER BRIDGE
- APPROX. 300FT LONG BRIDGE SECTION

**A-3** Full Realignment



- APPROXIMATE START OF ROADWAY WORK
- APPROXIMATE END OF ROADWAY WORK
- EXISTING ROADWAY LOW POINT
- POTENTIAL NEW SIGNALIZED INTERSECTION

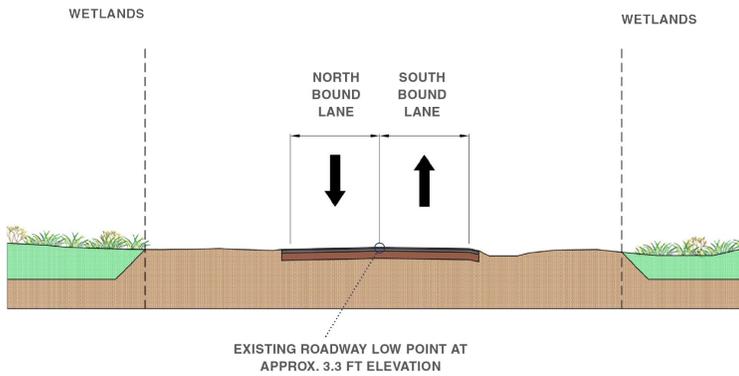


- POTENTIAL EMBANKMENT
- EXISTING ROADWAY
- CHANNELS FLOW FREELY UNDER BRIDGE
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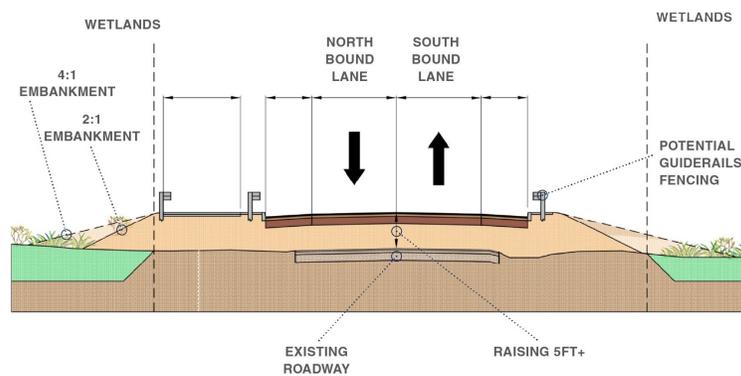
■ WETLAND REGIONS ■ WATER CHANNELS

# Roadway Elevation & Treatments

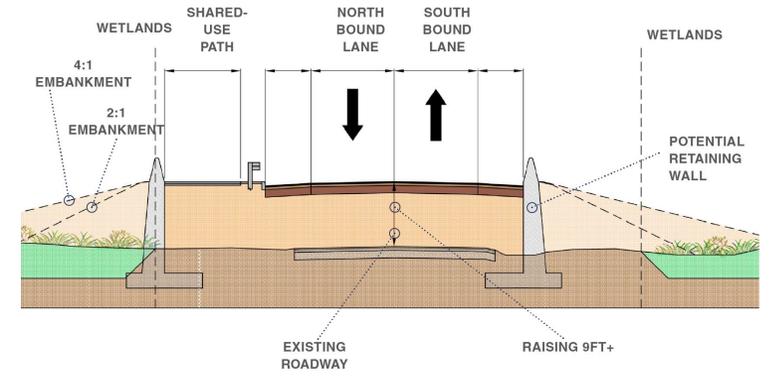
## E-1 Current Roadway Elevation



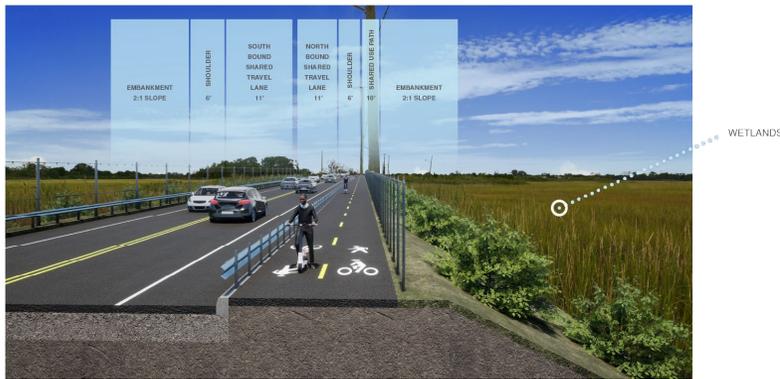
## E-2 Roadway Raised to 8+ft



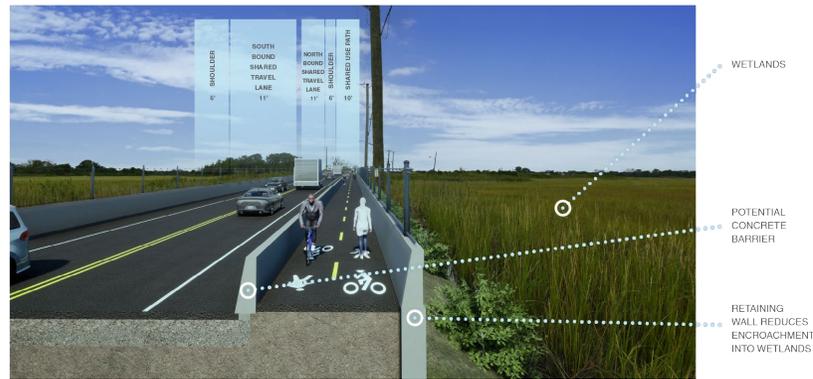
## E-3 Roadway Raised to 12+ft



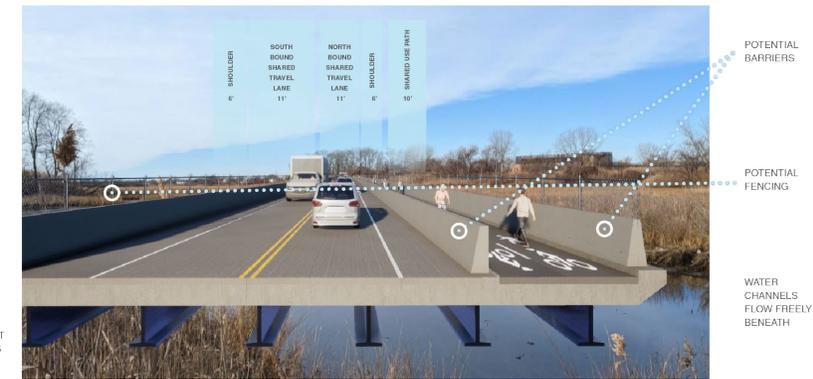
**Embankment** (Widened Corridor with Shared Use Path Shown)



**Retaining Wall** (Widened Corridor with Shared Use Path Shown)

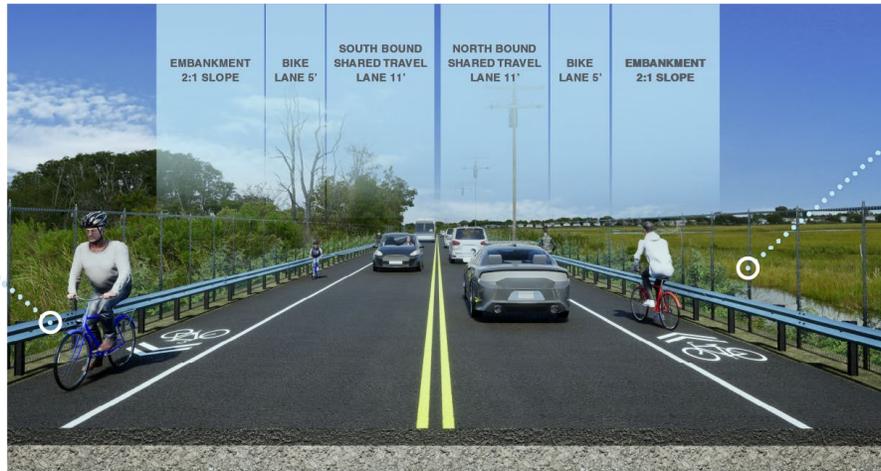


**Bridge** (Widened Corridor with Shared Use Path Shown)



# Roadway Section

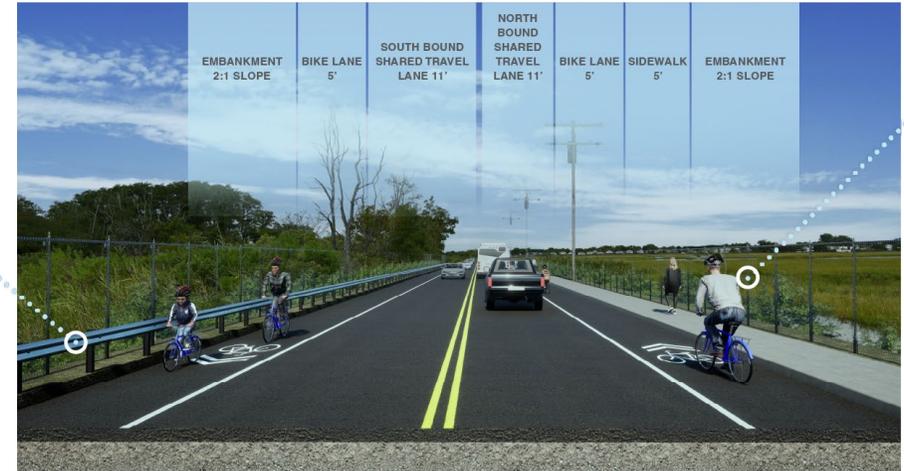
C-1 Narrow Corridor



POTENTIAL GUIDERAIL OR BARRIER

POTENTIAL FENCING

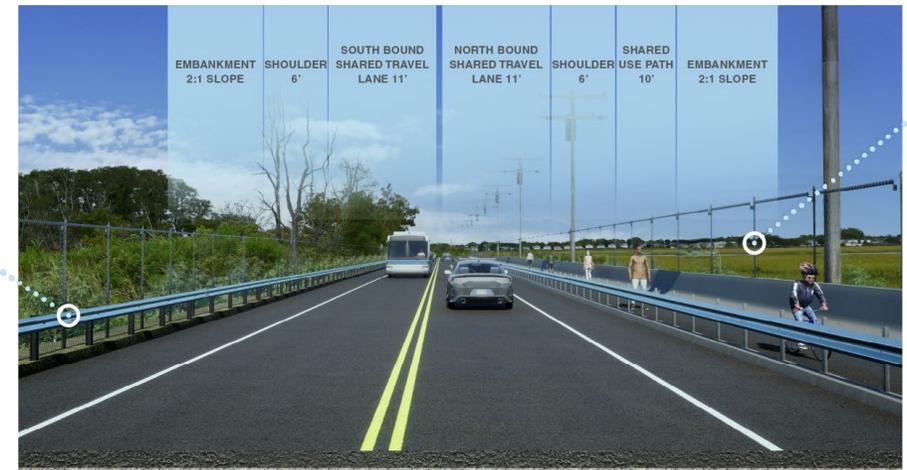
C-2 Widened Corridor with Sidewalk



POTENTIAL GUIDERAIL OR BARRIER

POTENTIAL FENCING

C-3 Widened Corridor with Shared Use Path



POTENTIAL GUIDERAIL OR BARRIER

POTENTIAL FENCING

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# Open House

# 4

# Open House

## We Want Your Input!

### DOT Project Contact

Andrew Arcese

Borough Planner, Community Boards 12 and 13

Queens Borough Commissioner's Office

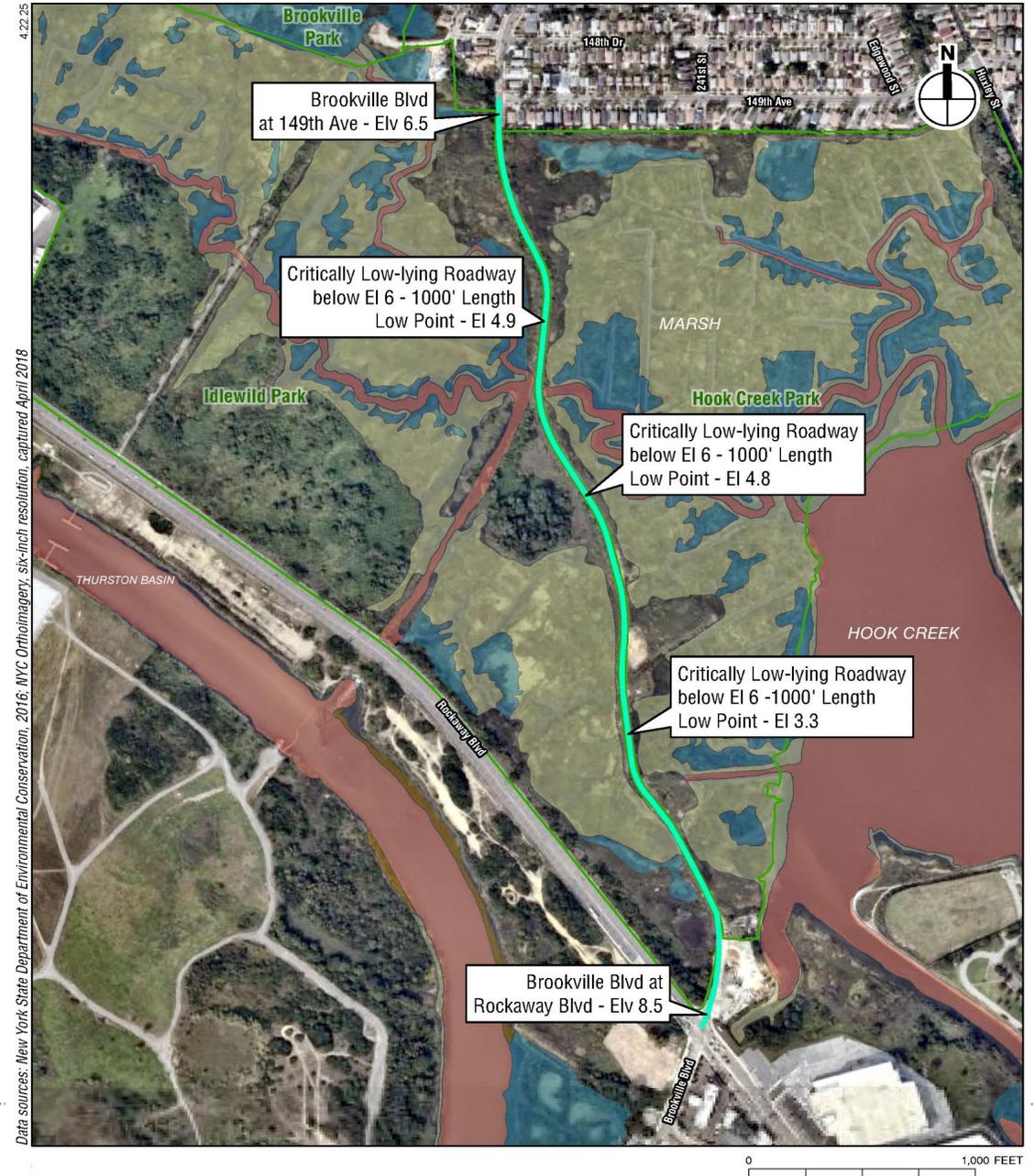
NYC Department of Transportation

[aaarcese@dot.nyc.gov](mailto:aaarcese@dot.nyc.gov)

212-839-2510

Project Website:

<https://nycdotprojects.info/project/brookville-boulevard-flood-mitigation-study>



# Existing Conditions

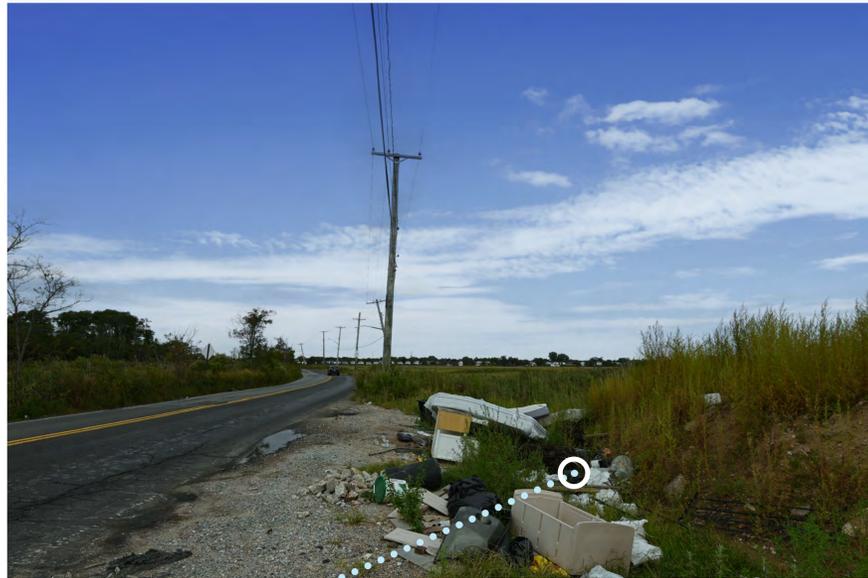
# Brookville Boulevard

Snake Road North Side - Looking South



POOR VISIBILITY OF  
ROADWAY AHEAD

Snake Road Middle Section - Looking North



FREQUENT DUMPING  
AND DEBRIS

Snake Road North Side - Looking South



FREQUENT HIGH TIDE  
FLOODING

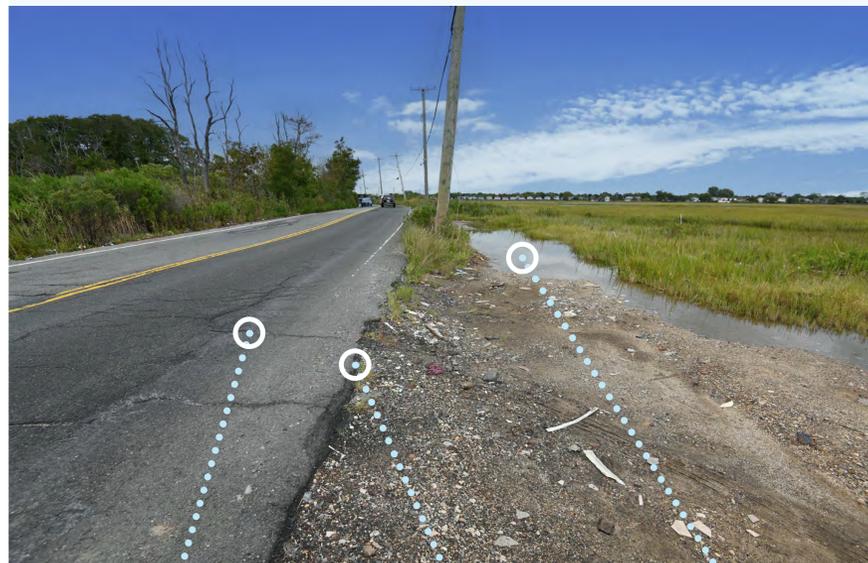
EXISTING ROADWAY  
LOW POINT

Snake Road North Side - Looking South



LONG QUEUE OF VEHICLES  
APPROACHING ROCKAWAY  
BOULEVARD

Snake Road Middle Section - Looking North



POOR PAVEMENT  
CONDITION - CRACKING

POOR ROADWAY  
SIDE TREATMENT

WETLANDS ADJACENT  
TO ROADWAY

## What else have you observed?

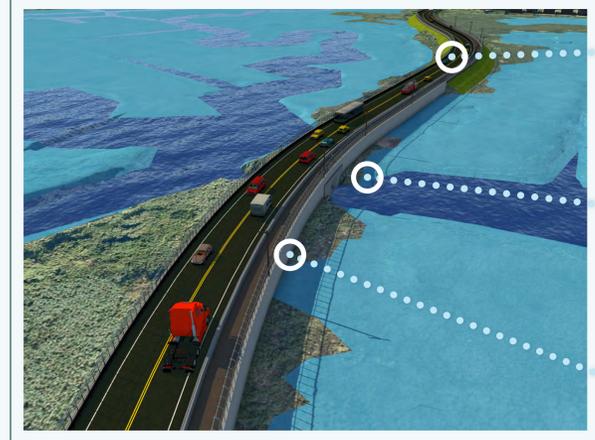
# Options for Road Alignment

# Brookville Boulevard | Concepts

## A-1 Rebuild on Existing Alignment



- APPROXIMATE START OF ROADWAY WORK
- EXISTING ROADWAY LOW POINT
- APPROXIMATE END OF ROADWAY WORK

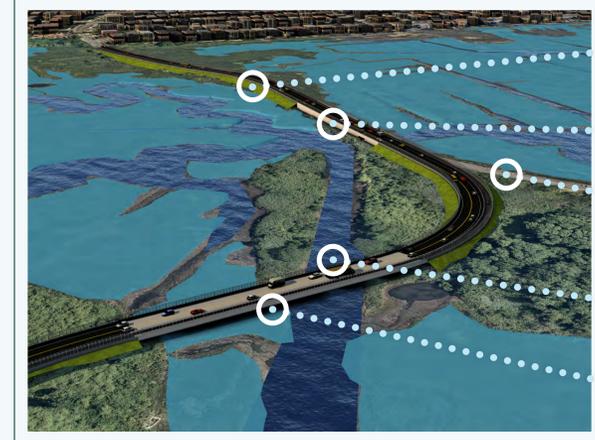


- POTENTIAL EMBANKMENT
- POTENTIAL CULVERT TO CONNECT WATER CHANNELS
- POTENTIAL RETAINING WALL

## A-2 Partial Alignment



- APPROXIMATE START OF ROADWAY WORK
- APPROXIMATE END OF ROADWAY WORK
- POTENTIAL NEW SIGNALIZED INTERSECTION
- EXISTING ROADWAY LOW POINT

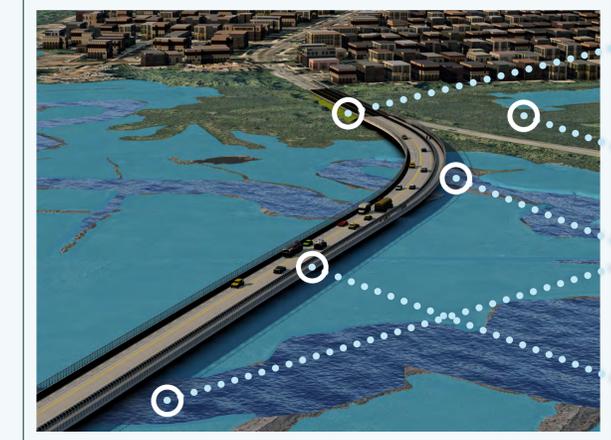


- POTENTIAL EMBANKMENT
- POTENTIAL RETAINING WALL
- EXISTING ROADWAY
- CHANNEL FLOWS FREELY UNDER BRIDGE
- APPROX. 300FT LONG BRIDGE SECTION

## A-3 Full Realignment



- APPROXIMATE START OF ROADWAY WORK
- APPROXIMATE END OF ROADWAY WORK
- EXISTING ROADWAY LOW POINT
- POTENTIAL NEW SIGNALIZED INTERSECTION



- POTENTIAL EMBANKMENT
- EXISTING ROADWAY
- CHANNELS FLOW FREELY UNDER BRIDGE
- APPROX. 300FT LONG BRIDGE SECTION

WETLAND REGIONS WATER CHANNELS

# Options for Road Alignment

# Brookville Boulevard - Concepts

## A-1 Rebuild on Existing Alignment



	LOW	HIGH
FLOOD RELIEF & SAFETY IMPROVEMENTS	●	●
WETLAND IMPACTS	●	●
WETLAND MITIGATION & CONNECTIVITY	●	●
CONSTRUCTION IMPACTS	●	●
COST	●	●
FEASIBILITY & PERMITTING DIFFICULTY	●	●

## A-2 Partial Alignment



	LOW	HIGH
FLOOD RELIEF & SAFETY IMPROVEMENTS	●	●
WETLAND IMPACTS	●	●
WETLAND MITIGATION & CONNECTIVITY	●	●
CONSTRUCTION IMPACTS	●	●
COST	●	●
FEASIBILITY & PERMITTING DIFFICULTY	●	●

## A-3 Full Realignment



	LOW	HIGH
FLOOD RELIEF & SAFETY IMPROVEMENTS	●	●
WETLAND IMPACTS	●	●
WETLAND MITIGATION & CONNECTIVITY	●	●
CONSTRUCTION IMPACTS	●	●
COST	●	●
FEASIBILITY & PERMITTING DIFFICULTY	●	●

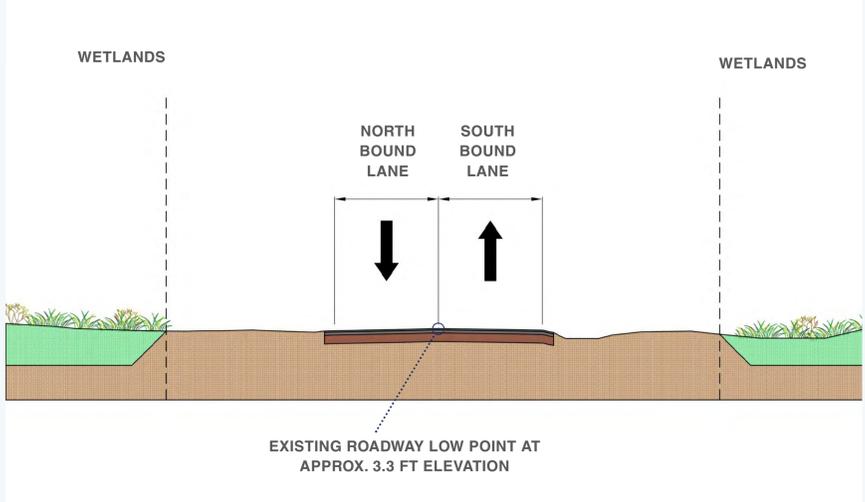
Share Your Thoughts



# Options for Road Elevation

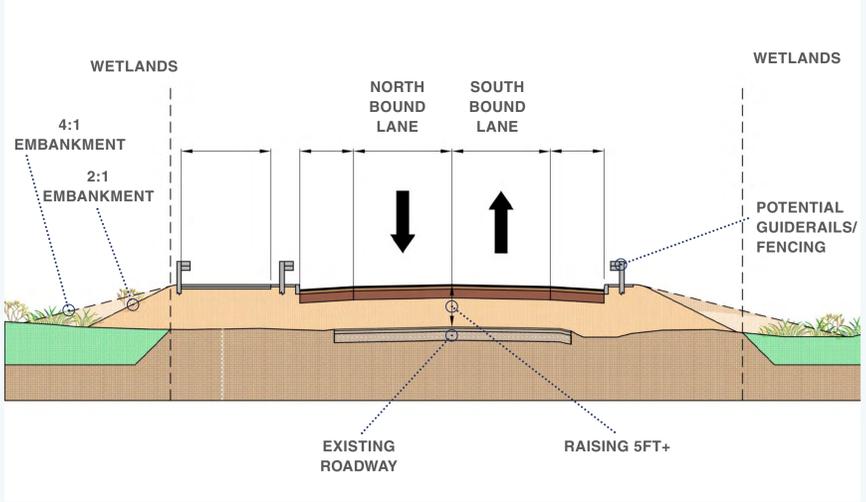
# Brookville Boulevard - Concepts

**E-1** Current Roadway Elevation



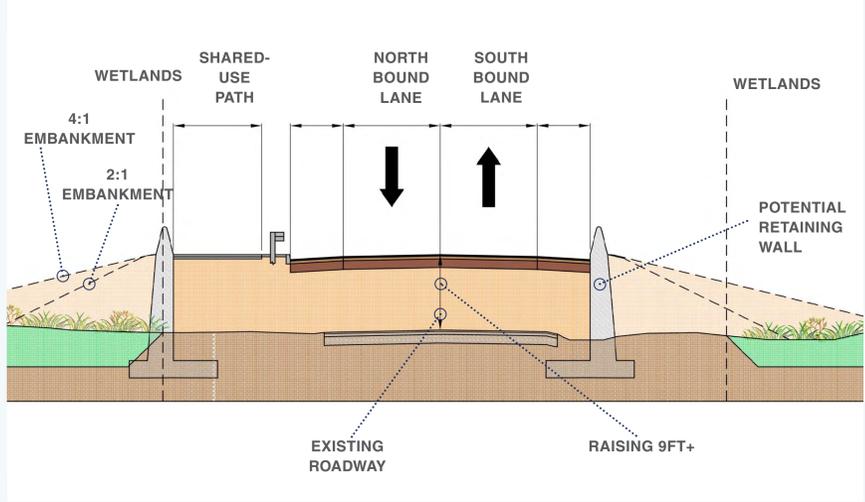
	LOW	HIGH
FLOOD RELIEF	●	●
WETLAND IMPACTS	●	●
CONSTRUCTION IMPACTS	●	●
COST	●	●

**E-2** Roadway Raised to 8+ft



	LOW	HIGH
FLOOD RELIEF	●	●
WETLAND IMPACTS	●	●
CONSTRUCTION IMPACTS	●	●
COST	●	●

**E-3** Roadway Raised to 12+ft

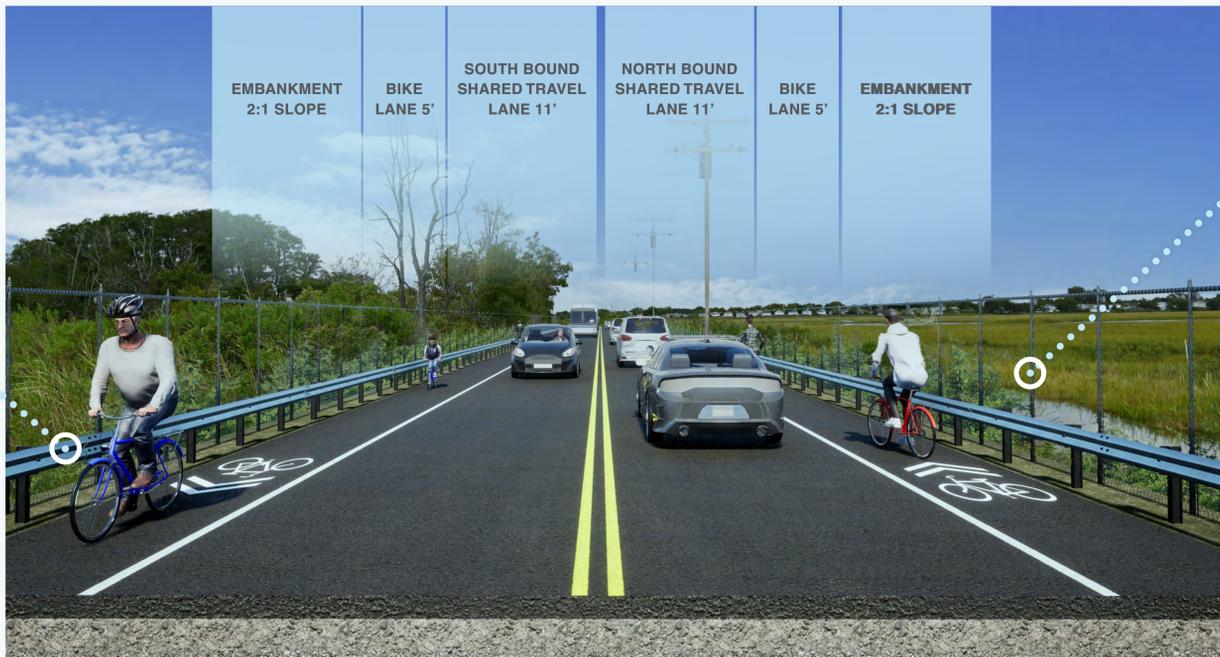


	LOW	HIGH
FLOOD RELIEF	●	●
WETLAND IMPACTS	●	●
CONSTRUCTION IMPACTS	●	●
COST	●	●

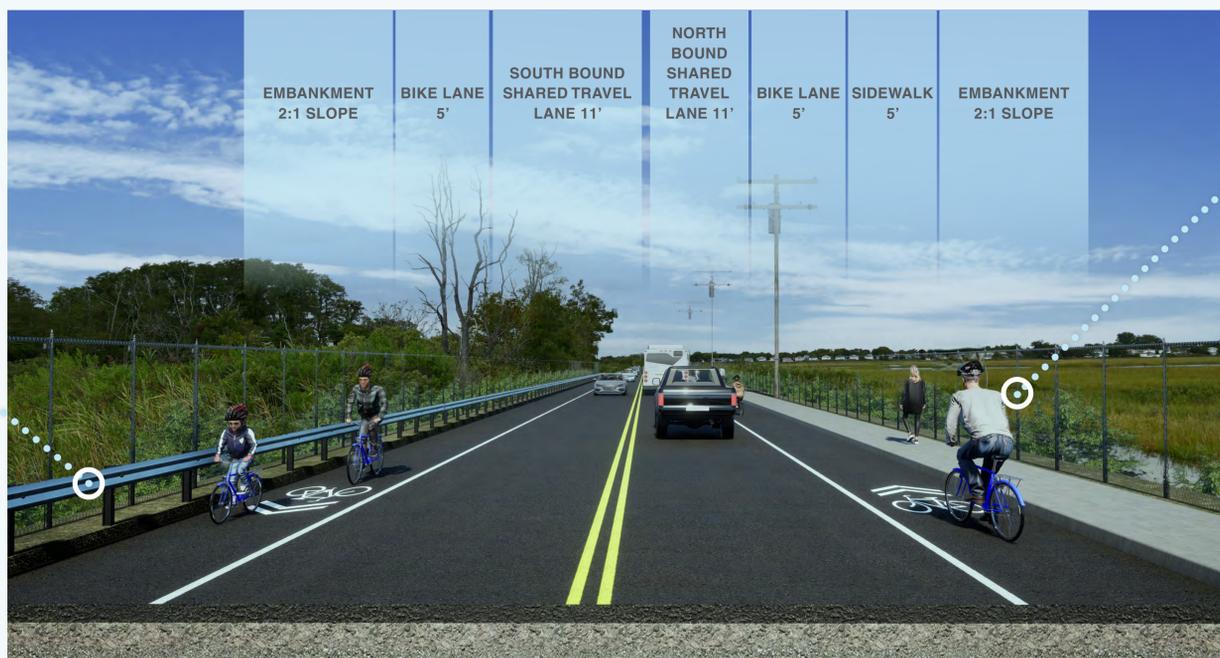
Share Your Thoughts



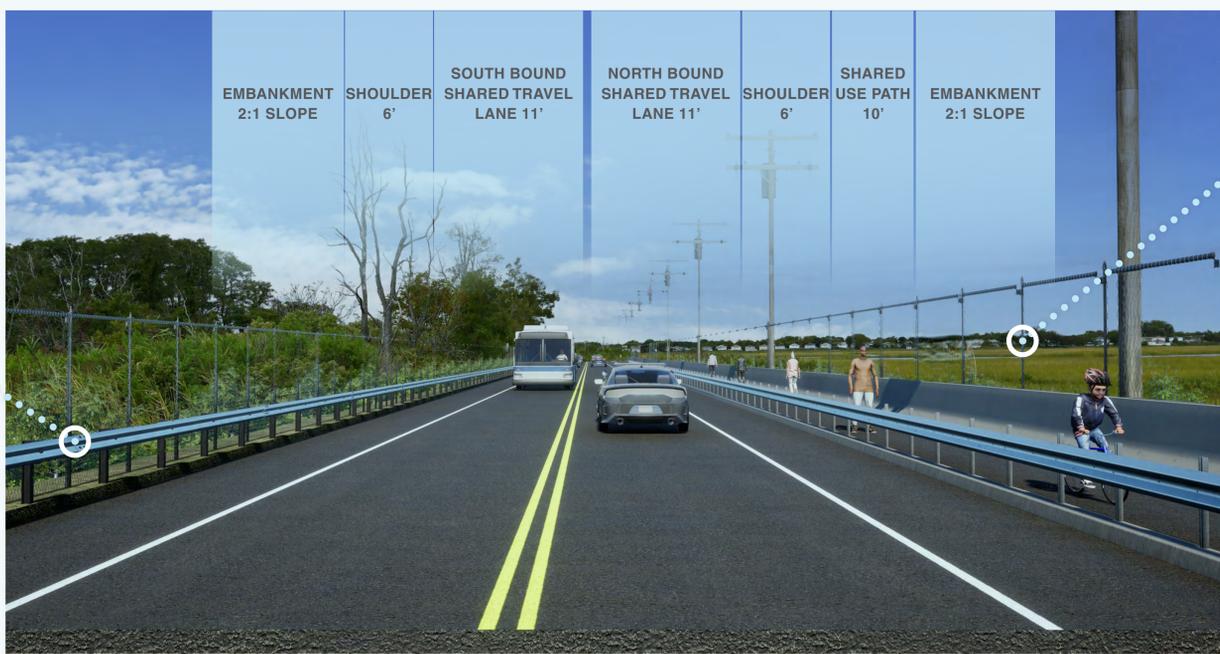
## C-1 Narrow Corridor



## C-2 Widened Corridor with Sidewalk



## C-3 Widened Corridor with Shared Use Path



# Options for Corridors

# Share Your Thoughts

C-1

Narrow Corridor



C-2

Widened Corridor with Sidewalk

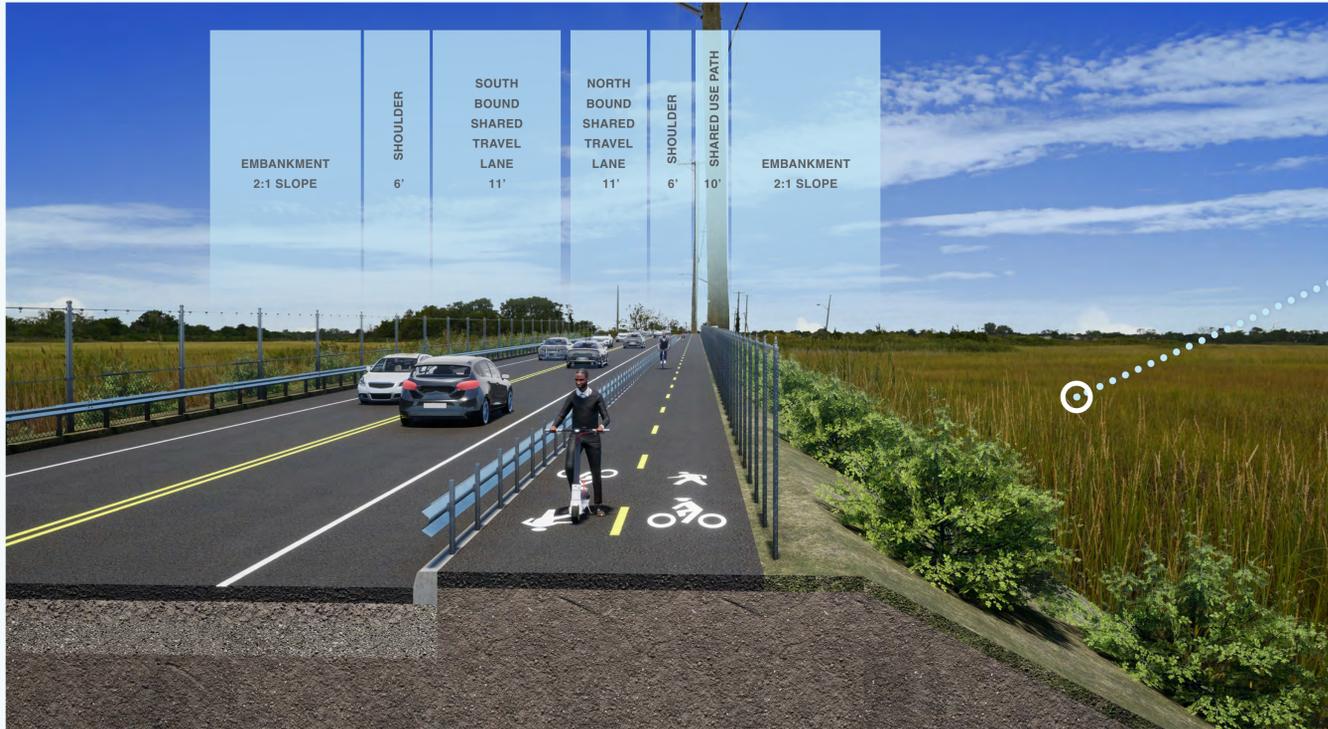


C-3

Widened Corridor with Shared-Use Path

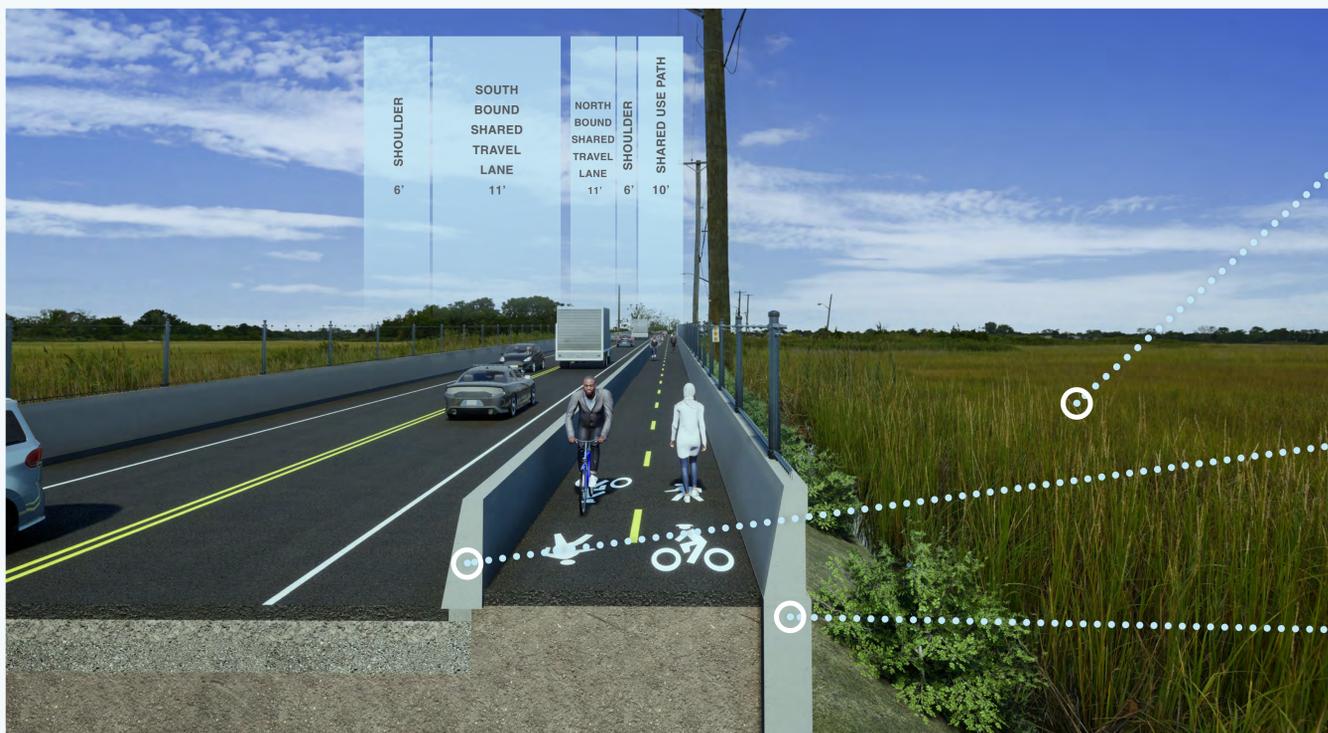


## Embankment (Widened Corridor with Shared Use Path Shown)



WETLANDS

## Retaining Wall (Widened Corridor with Shared Use Path Shown)

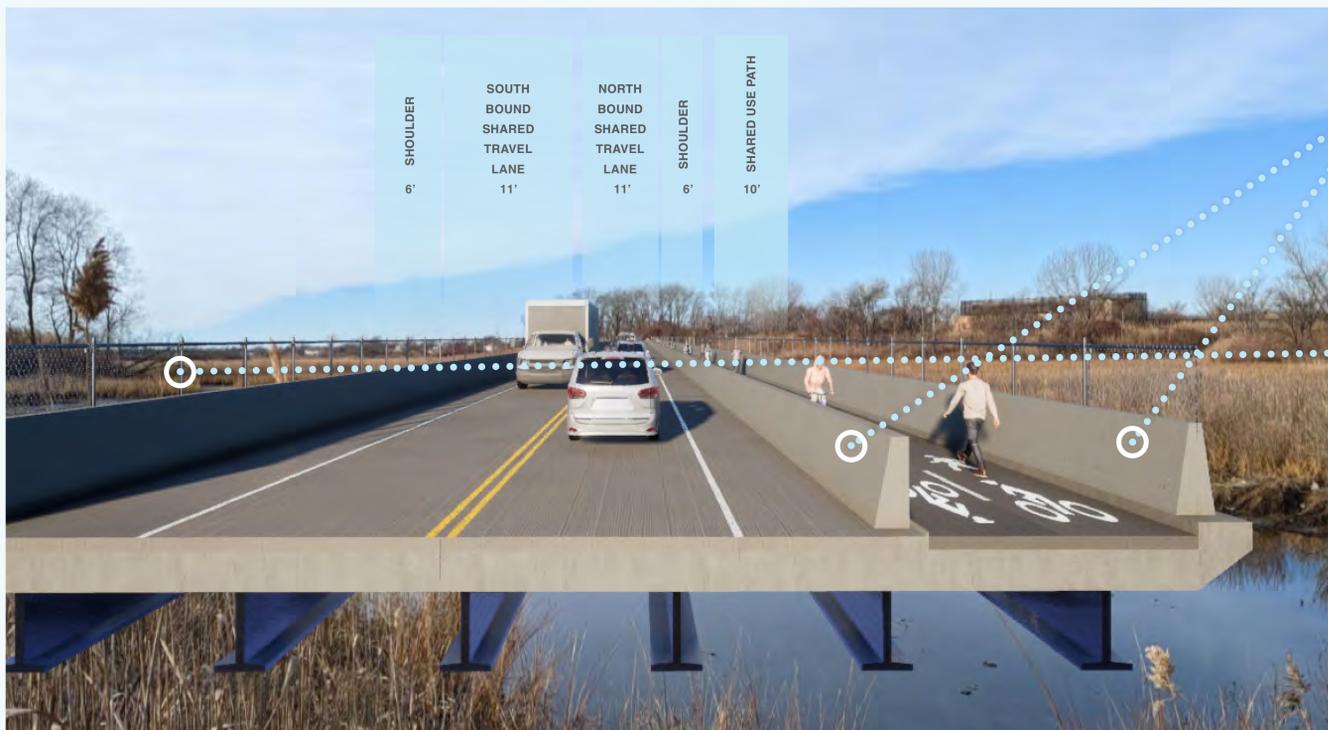


WETLANDS

POTENTIAL CONCRETE BARRIER

RETAINING WALL REDUCES ENCROACHMENT INTO WETLANDS

## Bridge (Widened Corridor with Shared Use Path Shown)



POTENTIAL BARRIERS

POTENTIAL FENCING

WATER CHANNELS FLOW FREELY BENEATH

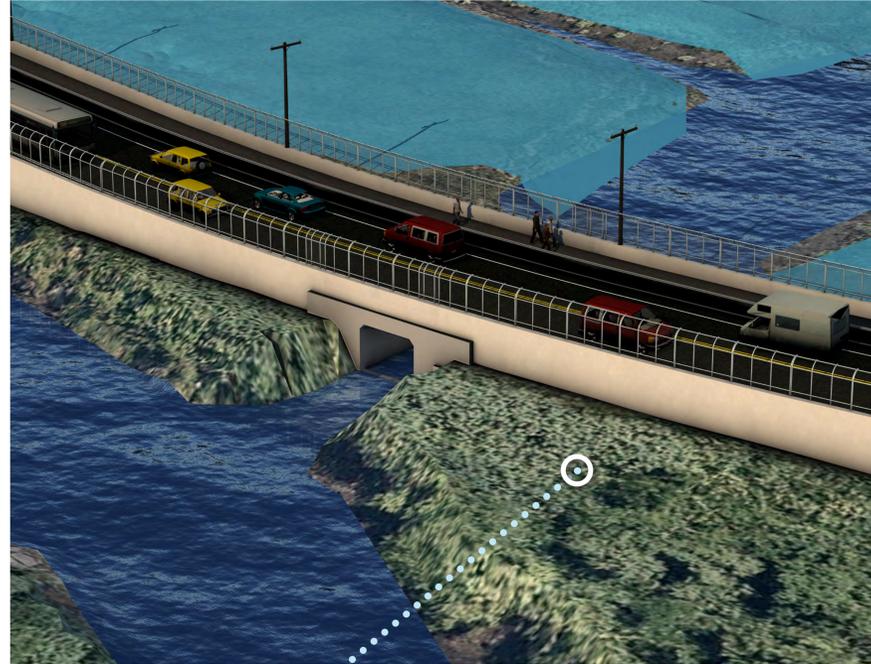
# Recreational and Environmental Opportunities

Scenic Overlook



VIEW LOOKING AT IDLEWILD PARK

Culvert



ALLOWS WILDLIFE PASSAGE ACROSS  
ROADWAY CORRIDOR

Shared Use Path



NASSAU EXPRESSWAY  
SHARED USE PATH

Share Your Thoughts