

Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

"The Kew Gardens Interchange—built in the 1930s, well before interstate standards were developed or the world economy of today emerged—is now a key link serving thousands of trucks traveling each day to and from John F. Kennedy International Airport, the busiest air freight facility in the nation. It is critical that this complex urban highway be upgraded not only to meet current safety standards and travel needs, but to adequately and efficiently accommodate the national and international-bound freight that passes through this interchange each day."

—Stanley Gee, New York State Department of Transportation Acting Commissioner



Freight Capacity Needs

Kew Gardens Interchange Reconstruction

The Kew Gardens Interchange, located in the Queens borough of New York City, is the confluence of three major limited-access freeways, two major highways, and numerous local streets. The interchange is a critical node on the Van Wyck Expressway (Interstate 678) which serves as the only commercial limited-access link to JFK International Airport, and it is essential for freight movement. Additionally, the interchange serves the Grand Central Parkway, a major commuter route to Nassau and Suffolk counties on Long Island and the primary access route to LaGuardia Airport. The interchange was originally constructed as part of the Grand Central Parkway in the 1930s, at a time before interstate development, modern aviation and a global economy. The interchange's design has remained largely unchanged since its original construction.



Capacity Needs *continued*

Currently the interchange suffers from severe congestion, high collision rates (among the worst in New York City), and deteriorating infrastructure. Reconstructing the interchange will encompass the rehabilitation and/or replacement of several bridges, the widening of the Van Wyck Expressway, reconfiguring all ramps for safety and congestion reduction, and providing improvements to the Van Wyck Boulevard/Briarwood subway station. Maintenance of adequate traffic flow at all times is a significant project challenge due to the complex urban environment in which the work will occur. This large project, to be constructed in four phases, is estimated to cost nearly \$500 million.

The Kew Gardens Interchange reconstruction will help reconfigure a key link supporting New York's and the nation's economy. More than 5,500 trucks daily pass through this interchange on their way to or from JFK Airport, the nation's busiest international air-freight gateway (by value) in 2008, facilitating 21% of the value of U.S. international air cargo.

