

The GDC Gazette

Summer 2026



The Hudson Tunnel Project is back on track, *and we keep building momentum.*

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The Hudson Tunnel Project is *regaining momentum.*

Since resuming construction at the end of February, we have completed one construction package, awarded two major new construction contracts, and made significant progress across our active construction sites.

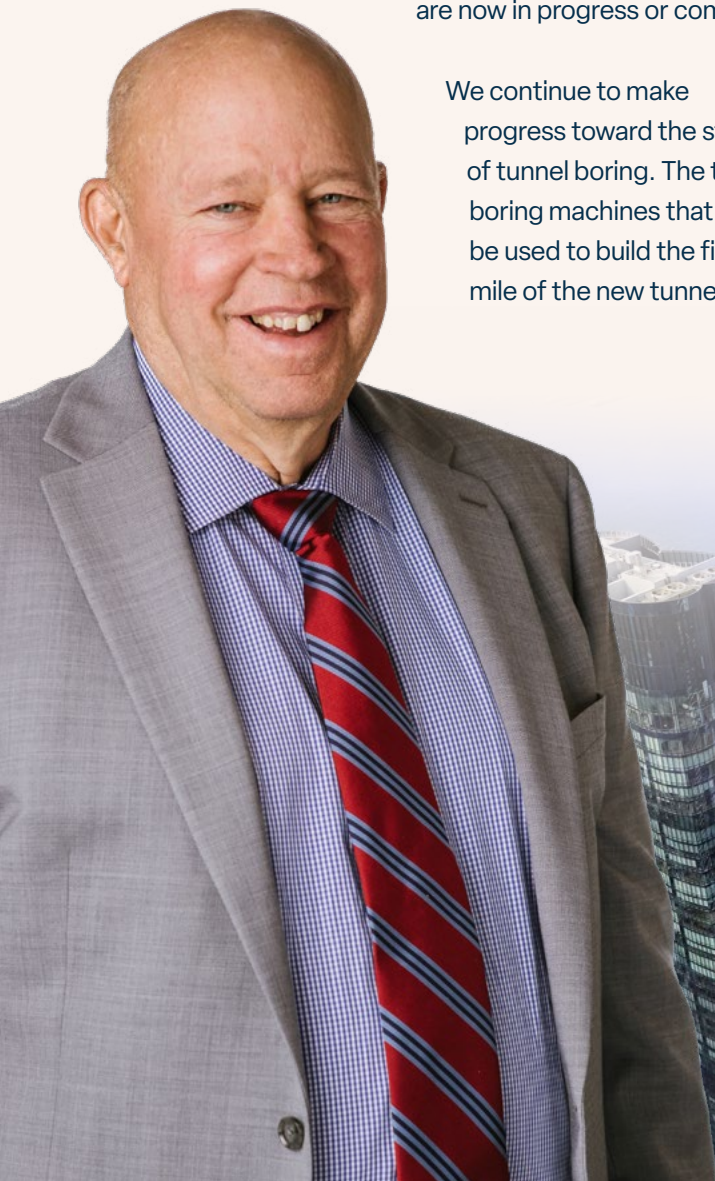
This spring, GDC awarded contracts for two new construction packages: the Hudson River Tunnel Section and the New Jersey Surface Alignment. Seven of the Hudson Tunnel Project's ten construction packages – including all the tunnel boring needed to build the new tunnel – are now in progress or complete.

We continue to make progress toward the start of tunnel boring. The tunnel boring machines that will be used to build the first mile of the new tunnel are

being assembled on site in New Jersey, construction of the access shafts that will support underground construction is advancing on both shores of the Hudson River, and ground improvement work to prepare a path for the tunnel boring machines is moving forward in the water and on Manhattan's western shore.

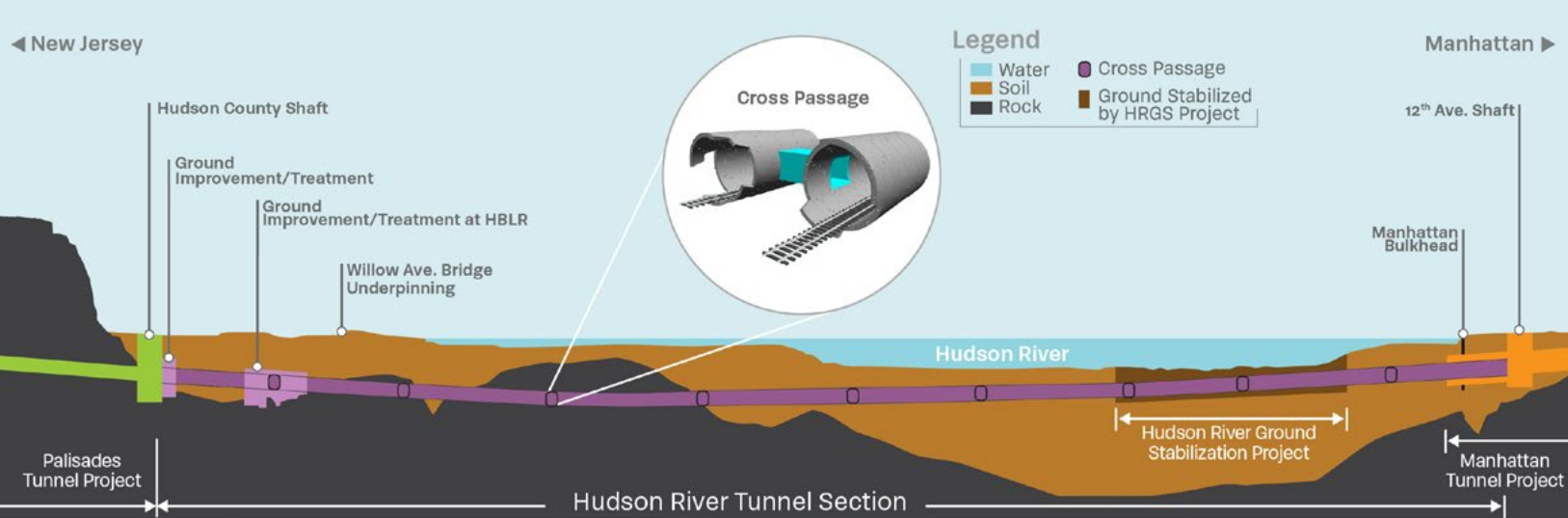
GDC is pushing forward full steam ahead, and we remain focused on keeping workers on the job and construction moving forward. We are grateful for the strong support of our partners, especially Governor Hochul and Governor Sherrill, and we remain committed to working collaboratively with our federal funders to deliver the modern, reliable rail infrastructure our region and the country need.

Tom Prendergast
Chief Executive Officer



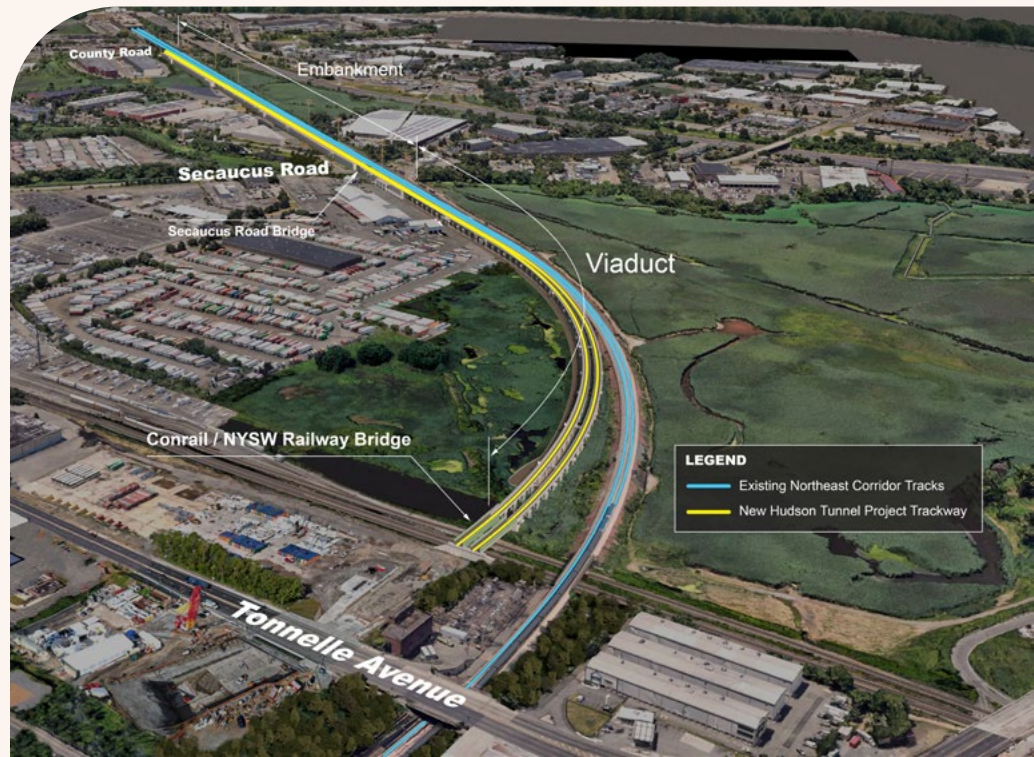
2 MORE CONSTRUCTION CONTRACTS AWARDED

In the last three months, GDC awarded contracts for two key Hudson Tunnel Project construction packages. Awarding these contracts was critical to keep project delivery on track.



In April, we awarded the contract for the **Hudson River Tunnel Section**. This project will build the section of the new tunnel under the Hudson River. This work includes boring two new tunnel tubes from the Hudson County Access Shaft in Weehawken to the 12th Avenue Access Shaft in Manhattan, installing the tunnel liner and floor, and building nine cross passages between the tubes. With this contract award, all of the tunnel boring work and construction of the new tunnel's core and shell is now under contract.

In June, we awarded the contract for the **New Jersey Surface Alignment Project**, which will build approximately 1.5 miles of new infrastructure in New Jersey to support the tracks connecting the new tunnel to the existing Northeast Corridor. This construction package includes a wide variety of heavy civil design and construction work, including building an embankment alongside the existing Northeast Corridor tracks, viaduct through wetlands in the New Jersey Meadowlands, and two bridges.



CONSTRUCTION UPDATES

Palisades Portal

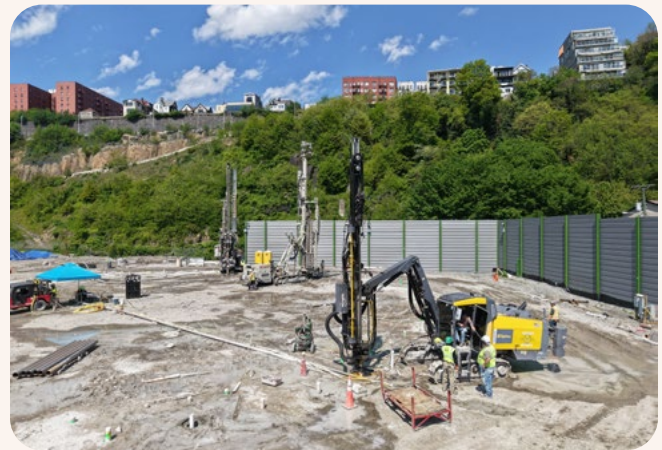
Components of the two tunnel boring machines that will build the section of the tunnel under the Palisades cliffs have arrived on site and are being assembled.

Construction of the launch box where the machines will begin their journey continues. Scan the QR code to see our progress!



Hudson County Access Shaft

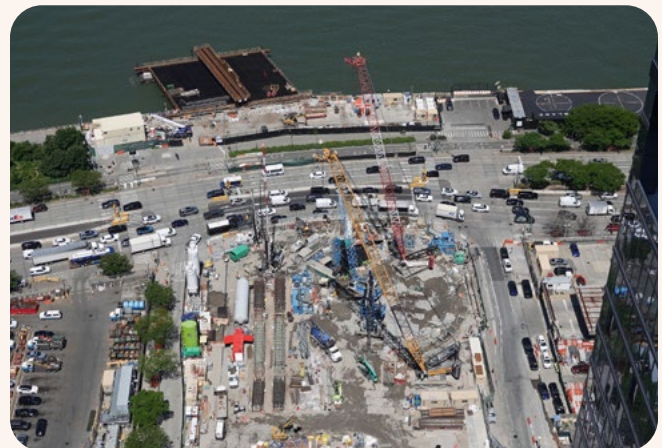
The Hudson County Access Shaft slurry wall was finished earlier this year, and rock mass grouting to strengthen the ground and create a watertight barrier around the exterior of the shaft was recently completed. Excavation of the shaft is now in progress.



Manhattan Tunnel Project

The 12th Avenue Access Shaft slurry wall is complete. Ground improvement work, including ground freezing and jet grouting, is in progress along the shoreline and in the water.

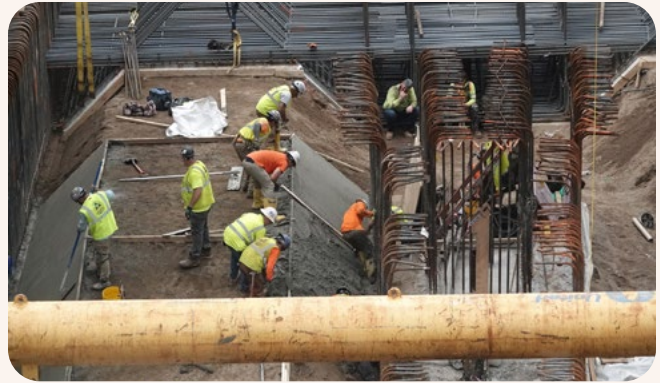
A temporary structure has been installed in the Hudson River to enable in-water ground improvement work around the Manhattan bulkhead.



Hudson Yards Concrete Casing – Section 3

Concrete placement for the floor and walls of the HYCC-3 tunnel box is nearly complete.

Work on the roof has started. The western sections of the tunnel box have been backfilled with sand, and concrete is being poured on top to form the roof of the future tunnel. The sand used for form work will be removed after the concrete sets.



Hudson River Ground Stabilization (HRGS)

The temporary cofferdam in the Hudson River has been moved into its second-to-last position.

More than 684 primary columns and 600 secondary columns of stabilized earth have been mixed. The block of stabilized ground in the riverbed is now nearly 900 feet long and slightly more than 100 feet wide.



GDC in the News

AP: [One of the largest modern US infrastructure projects will soon burrow toward New York City](#)

NY1: [Gateway Tunnel getting ready to start boring in New Jersey](#)

NBC 4 New York: [Massive machines assembled to build Hudson River Tunnel as part of Gateway Project](#)

News 12 NJ: [Digging expected to start on new Gateway Project rail tunnels within the year](#)

Fox 5 NY: [Gateway Tunnel construction reaches new milestone](#)

PIX 11: [Gateway Tunnel Project nears major milestone as digging set to begin in NJ](#)

Bloomberg: [NY-NJ Gateway Tunnel Awards Contract to Dig Under Hudson River](#)

NY Daily News: [Contract for digging new rail tunnel under Hudson River is awarded](#)

NJ.com: [It's really happening. \\$1.28B contract awarded to drill the Gateway tunnel under the Hudson](#)

NorthJersey.com: [\\$711 contract for NJ Gateway tunnel project awarded. What it includes](#)

ENR: [Gateway Awards \\$712M NJ Rail Approach Contract for Hudson River Tunnel](#)

NJBIZ: [GDC awards \\$712M Hudson Tunnel contract in New Jersey](#)



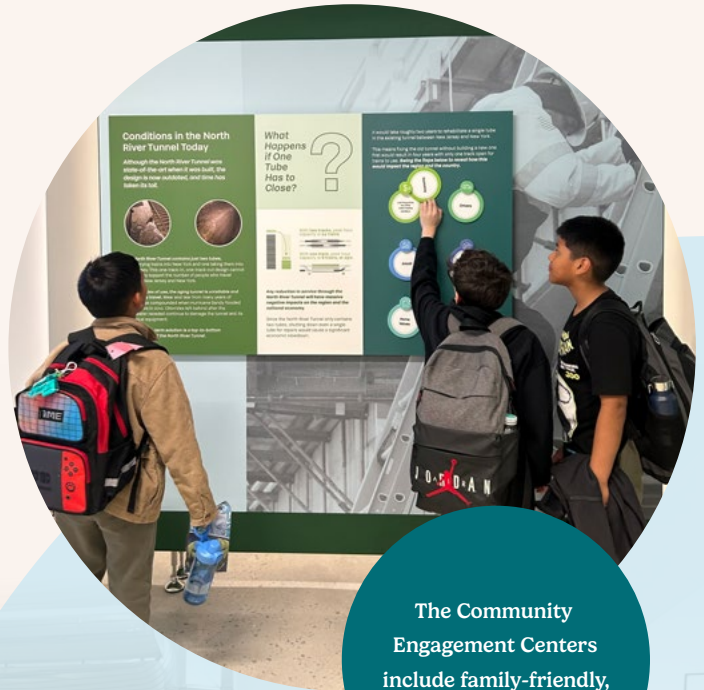
Read these articles and more coverage of the Hudson Tunnel Project

New Jersey Community Engagement Center Now Open

We recently opened our second Community Engagement Center in Weehawken, New Jersey. Community Engagement Centers are now open near our active construction sites in both states.

The New Jersey and New York Community Engagement Centers both feature family-friendly educational exhibits, including a large interactive digital map with photos and information about each construction site and a cross-sectional model of the new tunnel that visitors can step inside.

PLAN YOUR VISIT →



The Community Engagement Centers include family-friendly, interactive exhibits.

Each Community Engagement Center includes a cross-sectional model of the new tunnel that visitors can step inside.



**DID YOU****KNOW?**

The Hudson River Tunnel Section will build the stretch of the new tunnel connecting New York and New Jersey under the Hudson River.

2 NEW TUNNEL BORING MACHINES

Two tunnel boring machines that are designed for the ground conditions under the Hudson River will bore the two new tunnel tubes at the same time.

2,400+ LINER RINGS

The walls of the tunnel tubes are made of rings of interlocking concrete segments. It will take more than 2,400 rings to form the walls of the two tubes the Hudson River Tunnel Section project will build.

55 CITY BLOCKS

The Hudson River Tunnel Section involves boring two 7,250-foot-long tubes. In total, that's about 55 North/South blocks in Manhattan worth of tunnel boring.

25 FEET, 2 INCHES

The inside diameter of the finished tunnel tubes will be more than 25 feet.

**HOBOKEN****HUDSON
RIVER****HUDSON RIVER TUNNEL SECTION****NEW YORK CITY**