

The GDC Gazette

Fall 2026



IN THIS ISSUE:

- Meet the construction workers
- Construction updates
- A summer of learning at the CECs

Moving Forward

Hudson Tunnel Project construction continued to move forward steadily in New Jersey and New York this summer. From the access shaft taking shape in Weehawken to the tunnel box being built under the High Line in Manhattan, you can see the progress we're making at all of our active construction sites, and early work has started on the two new construction packages we awarded this spring.

We've also taken important steps to prepare for safe, efficient tunnel boring. In July, we expanded the scope of the Hudson River Ground Stabilization contract to clear wooden piles embedded in the riverbed from the

tunnel boring machines' path, and in August we hosted labor leadership at our North Bergen site for a toolbox talk on construction safety.

There is a great deal of work ahead, but we continue to make meaningful progress every day. We remain grateful to the many partners whose support has made the Hudson Tunnel Project possible, and the hundreds of men and women working hard to deliver this critical investment in our region's rail network.

Tom Prendergast
Chief Executive Officer



Meet the Crew: Laborers Local 472

Hundreds of construction workers are hard at work on our construction sites on both sides of the Hudson River.

At the Palisades Portal site in North Bergen, members of LIUNA Local 472 are preparing for the start of tunnel boring. Scan the QR code to hear them talk about what working on the Hudson Tunnel Project means to them.



GDC in the News

CNN: [The Hudson Tunnel Project's chief engineer explains how crews are preparing the riverbed](#)

CNN: [Richard Quest explores New York City's largest infrastructure project](#)

NJ.com: [Remnants of the 19th century stand in the way of this massive tunnel connecting New Jersey and N.Y.C.](#)

NorthJersey.com: [Old wood piles in path of rail tunnel to be pulled from Hudson muck](#)

NJBIZ: [Gateway approves \\$88M Hudson Tunnel change order](#)

CONSTRUCTION UPDATES

Palisades Tunnel Project – Palisades Portal Site

Excavation of the launch box where the first tunnel boring machines will start building the new tunnel tubes is nearly complete.

The first pair of tunnel boring machines are being assembled. Most of one machine's gantries have now been positioned in the launch box.



Palisades Tunnel Project – Hudson County Shaft Site

The cap beam around the top of the Hudson County Access Shaft was completed in July.

Workers recently completed a 12-foot-tall floodwall around the perimeter of the shaft to prevent stormwater from running into the shaft during excavation.



Manhattan Tunnel Project

GDC's contractor completed the cap beam for the 12th Avenue Access Shaft and is currently building the shaft's floodwall.

In Hudson River Park, workers are installing underground pipes that will be used for ground freezing — pumping cold brine through a network of subterranean tubes to temporarily freeze loose earth so it is easier to tunnel through. More than 400 pipes have been installed so far.



Hudson Yards Concrete Casing – Section 3

Workers completed two continuous, 18-hour concrete pours in July, placing more than 5,500 cubic yards of concrete to form a section of the tunnel box roof.

The walls of the tunnel box are mostly complete, and the roof is approximately halfway finished.



Hudson River Ground Stabilization (HRGS)

An area of the riverbed roughly 1,000 feet long and more than 100 feet wide has been stabilized.

In July, GDC expanded the scope of work for the HRGS project to include the removal of approximately 500 wooden piles that are buried in the riverbed to clear the path for the tunnel boring machines.



Work Starts on New Projects

The contractors building the Hudson River Tunnel Section and the NJ Surface Alignment have submitted key plans and permit applications. Early construction work on both projects also started this summer.



The Hudson River Tunnel Section team conducted pre-construction surveys and began digging test pits to identify the exact location of underground utilities along this section of the tunnel route.



The NJ Surface Alignment project contractor mobilized at the project's staging area on the west side of Tonelle Avenue and established a work site for building the east abutment of the new bridge over the freight rail tracks that intersect the Northeast Corridor there.

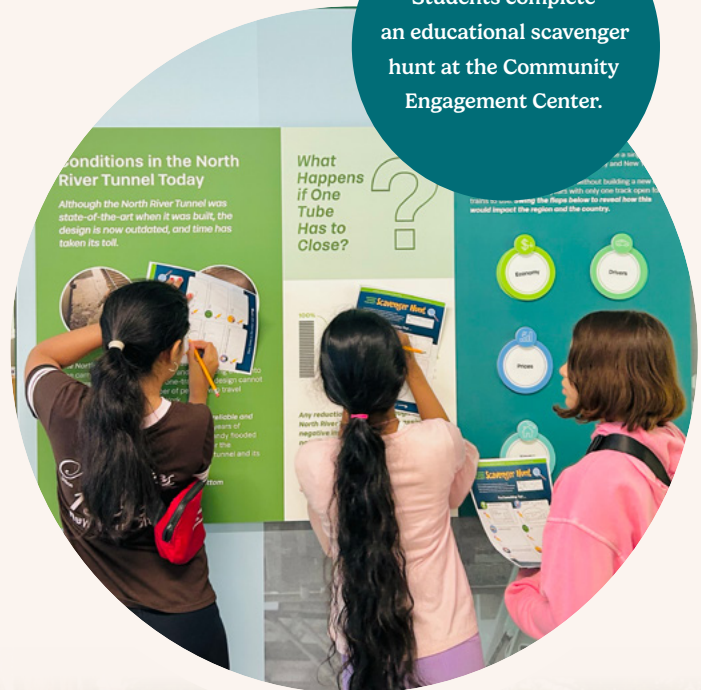
A Summer of Learning

School may have been out, but learning continued at our Community Engagement Centers this summer!

We hosted tours for young professionals and college students, and organized STEM exploration days where local grade schoolers learned about tunnel engineering and construction, then put those lessons into practice building their own model tunnels.

Our team also brought the Hudson Tunnel Project to our neighbors at events like the SUBMERGE Marine Science Festival and Hudson River Park's "Ask a Scientist" series.

Students complete an educational scavenger hunt at the Community Engagement Center.



The Community Engagement Centers became classrooms during our STEM exploration days.



A local student participates in GDC's "Hands Across the Hudson" activity at the SUBMERGE Marine Science Festival.



DID YOU

KNOW?

The NJ Surface Alignment project is building roughly 1.5 miles of infrastructure needed to connect the new tunnel to the existing Northeast Corridor tracks in New Jersey.

4,170 FEET

Length of the embankment workers will build to carry the tracks next to the existing Northeast Corridor.

3,150 FEET

Length of new viaduct that will be built to carry the tracks over wetlands in the Meadowlands.

15 FEET

Height of the new bridge that will carry the tracks over Secaucus Road.

28 FEET, 9 INCHES

Height of the tallest section of the viaduct.

