



**US Army Corps
of Engineers®**

PUBLIC NOTICE

**New York District
Permit Application No..
NAN-2020-00835-M7**

Published:
Expires:

Interested parties are hereby notified that the U.S. Army Corps of Engineers (USACE), New York District has received an application for a modification of Department of the Army (DA) permit NAN-2020-00835, pursuant to Section 404 of the Clean Water Act (33 U.S.C. § 1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. § 403). The purpose of this public notice is to solicit comments from the public and information necessary to evaluate the probable impact on the public interest regarding the proposed activity as described below and as shown on the enclosed drawings.

APPLICANT: Amtrak
Two Penn Plaza East – 11th Floor
Newark, New Jersey 07015

CO-APPLICANT: New Jersey Transit Corporation
One Penn Plaza East – 8th Floor
Newark, New Jersey 07105

WATERWAY: Hudson River

LOCATION: Borough of Manhattan, New York County, City of New York, New York

AUTHORIZED WORK: On November 15, 2021, the New York District of the U.S. Army Corps of Engineers issued a permit to the permittees for the construction of two (2) new rail tunnels between Hudson County, New Jersey and New York County, New York. The permit authorized the following:

Discharge below the plane of Spring High Tide in regulated wetlands and waters up to 25,000 cubic yards of construction-grade fill material to create new upland retained-fill and construct a viaduct structure both creating a new two-rail Northeast Corridor railway main line element and parallel vehicle access service approximately 6,200 feet long, on average 150 feet wide, as well as all ancillary storm water management structures and drainage ways, culverts, and temporary access and construction fills within approximately 4.5 acres of regulated wetlands and waters the Hackensack River's Meadowlands as shown on attached dated today permit drawings.

Construct and remove sequentially, two 600-foot-long by 110-foot-wide temporary construction steel cofferdams to dewater approximately 3.1 acres of the Hudson River as shown on attached dated today permit drawings to harden the subaqueous river bottom soil by auger soil mixing soilcrete injection methods so the tunnel boring

machine (TBM) can safely bore through harden material. Within the dewatered eastern cofferdam discharge up to 25,000 cubic yards of harden soil to provide a minimum eleven (11) feet of earthen cover over each tunnel tube.

Construct by tunnel boring machine (TBM) two twin single-rail subaqueous railway tunnel tubes (each a maximum 35-foot outside diameter) under the Hudson River at a minimum depth of 56 feet below the plane of Mean Lower Low Water measured to the outside top of each tunnel's concrete lining to sustain a minimum of eleven (11) feet of earthen cover.

PROPOSED MODIFICATION: The permittees have requested a permit modification for the following:

Extend the temporary cofferdam eastward by approximately 265 linear feet toward the Manhattan shoreline to better facilitate the removal of existing piles (approximately 500 piles) and obstructions within the footprint of the former Pier 68. Approximately 5,398 cubic yards of material would be dredged to a depth of five feet below the existing grade of the river. Ground stabilization activities would be conducted within the limits of the extended cofferdam.

Additionally, the permittees have requested approval of potential emergency construction measures. These emergency construction measures include:

- Removing open water obstructions including dredging to assist obstruction removal;
- Stabilizing ground from the surface which may also require dredging to remove obstructions;
- Temporarily laying riprap/concrete pad on the riverbed to enhance safety during TBM repairs (riprap would be removed after construction); and
- Installing additional cofferdams (approximately 50-foot-wide by 75-foot-long) around the TBM perimeter and removal of obstructions including via dredging.

The potential temporary emergency construction footprint area is approximately 200 feet by 110 feet (approximately 0.51 acres). A maximum of 4,074 cubic yards of material would be dredged to a depth of five feet below the existing grade of the river

PROJECT PURPOSE: To construct two (2) new train tunnels beneath the Hudson River along the Northeast Corridor (NEC) between New Jersey and Penn Station, New York.

AVOIDANCE, MINIMIZATION, AND MITIGATION: The permittees have provided the following information in support of efforts to avoid and/or minimize impacts to the aquatic environment: The permittees will utilize low-ground-pressure vehicles and constructions mats, implement sediment control measures, restore temporarily impacted waters of the United States, and utilize Best Management Practices during construction.

COMPENSATORY MITIGATION: Impacts associated with this permit modification are anticipated to be temporary in nature, thus compensatory mitigation is not required.

LEAD FEDERAL AGENCY: The Federal Transit Administration (FTA) is serving as the lead federal agency for this project, responsible for coordinating review in accordance with the National Environmental Policy Act (NEPA). USACE intends to adopt the FTA's findings and associated consultations to support the modification of the Corps of Engineers permit decision.

HISTORIC PROPERTIES/CULTURAL RESOURCES: FTA, as lead federal agency is responsible for any required re-initiation of consultations pursuant to Section 106 of the National Historic Preservation Act of 1966. USACE intends to adopt FTA's NEPA re-evaluation findings for the subject work.

ENDANGERED SPECIES: FTA, as lead federal agency is responsible for any required re-initiation of consultations pursuant to Section 7 of the Endangered Species Act. USACE intends to adopt FTA's NEPA re-evaluation findings for the subject work.

ESSENTIAL FISH HABITAT: FTA, as lead federal agency is responsible for any required re-initiation of consultations pursuant to Magnuson-Stevens Fishery Conservation and Management Act 1996. USACE intends to adopt FTA's NEPA re-evaluation findings for the subject work.

NAVIGATION: The proposed activities are located the within the Hudson River Channel, NY Federal Navigation Project.

SECTION 408: The applicant will require permission under Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. § 408) because the activity, in whole or in part, would not alter, occupy, or use a USACE Civil Works project.

The permittees have requested a Section 408 permission for the extension of the above mentioned activities as they are located within the Hudson River Channel, NY Federal Navigation Project.

This Notice is being issued pursuant to 33 U.S.C. 408, USACE Engineering Circular (EC) 1165-2-220, Executive Order 11988 – Floodplain Management, and Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] 1500-1508) for implementing the procedural provisions of the National Environmental Policy Act (NEPA) (42 U.S.C. 4321 et. seq.) and the USACE Procedures for Implementing NEPA (33 CFR 230). Section 408 allows USACE to grant permission for the alteration, occupation, or use of a USACE civil works project if it is determined that the activity will not be injurious to the public interest and will not impair the usefulness of the Federal project.

USACE has made the preliminary determination that, with the inclusion of project-specific special conditions, the construction of the new rail tunnel will not have a negative impact on public interest, use, or our ability to maintain the Federal Project.

WATER QUALITY CERTIFICATION: Reviews of activities pursuant to Section 404 of the Clean Water Act will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act and the applicant will obtain a water quality certificate or waiver from the appropriate state agency in accordance with Section 401 of the Clean Water Act prior to a permit decision.

COASTAL ZONE MANAGEMENT: Pursuant to Section 307 (c) of the Coastal Zone Management Act of 1972 as amended [16 U.S.C. 1456 (c)], for activities under consideration that are located within the coastal zone of a state which has a federally approved coastal zone management program, the applicant has certified in the permit application that the activity complies with, and will be conducted in a manner that is consistent with, the approved state coastal zone management program. By this public notice, we are requesting the state's concurrence with, objection to, or waiver of the applicant's certification. No permit decision will be made until one of these actions occur. For activities within the coastal zone of New York State, the applicant's certification and accompanying information is available from the Consistency Coordinator, New York State Department of State, Division of Coastal Resources and Waterfront Revitalization, Coastal Zone Management Program, One Commerce Plaza, 99 Washington Avenue, Albany, New York 12231, Telephone (518) 474-6000. Comments regarding the applicant's certification, and copies of any letters to this office commenting upon this proposal, should be so addressed.

OTHER AUTHORIZATIONS: In addition to any required water quality certificate and coastal zone management program concurrence, the applicant has obtained or requested the following governmental authorization for the activity under consideration:

- NYSDEC

NOTE: This public notice is being issued based on information furnished by the applicant. This information has not been verified or evaluated to ensure compliance with laws and regulation governing the regulatory program. The geographic extent of aquatic resources within the proposed project area that either are, or are presumed to be, within the USACE jurisdiction has not been verified by USACE personnel.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including cumulative impacts thereof; among these are conservation, economics,

aesthetics, general environmental concerns, wetlands, historical properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and in general, the needs and welfare of the people. Evaluation of the impact of the activity on the public interest will also include application of the guidelines promulgated by the Administrator, Environmental Protection Agency (EPA), under authority of Section 404(b) of the Clean Water Act or the criteria established under authority of Section 102(a) of the Marine Protection Research and Sanctuaries Act of 1972. A permit will be granted unless its issuance is found to be contrary to the public interest.

COMMENTS: The USACE is soliciting comments from the public; Federal, State, and local agencies and officials; Tribal Nations; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the USACE to determine whether to issue, modify, condition, or deny a permit for this proposed activity. To make this determination, comments are used to assess impacts to endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity. Any comments or objections which are received during this period may be forwarded to the applicant for possible resolution before the determination is made whether to issue or deny the requested permit. Please note that all comments received will become part of the administrative record and are subject to public release under the Freedom of Information Act.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing. Requests for a public hearing will be granted, unless the District Engineer determines that the issues raised are insubstantial or there is otherwise no valid interest to be served by a hearing.

The New York District will receive written comments on the proposed work, as outlined above, until the expiration date of this public notice. Comments should be submitted electronically via the Regulatory Request System (RRS) at <https://rrs.usace.army.mil/rrs> or to Christopher Minck at Christopher.W.Minck@usace.army.mil. Please refer to “**NAN-2020-00835-M7**” in your comments.

Comments submitted in response to this notice will be fully considered during the public interest review for this permit application. Comments provided will become part of the public record for this permit application. All written comments, including contact information, will be made a part of the administrative record, available to the public under the Freedom of Information Act. The Administrative Record, or portions thereof, may also be posted on a Corps of Engineers internet web site. Due to resource

limitations, this office will normally not acknowledge the receipt of comments or respond to individual letters of comment.

In order for us to better serve you, please complete our Customer Service Survey located at <https://www.nan.usace.army.mil/Missions/Regulatory/Customer-Survey/>.

For more information on New York District Corps of Engineers programs, visit our website at <http://www.nan.usace.army.mil>.

FOR AND IN BEHALF OF
Stephan A. Ryba
Chief, Regulatory Division

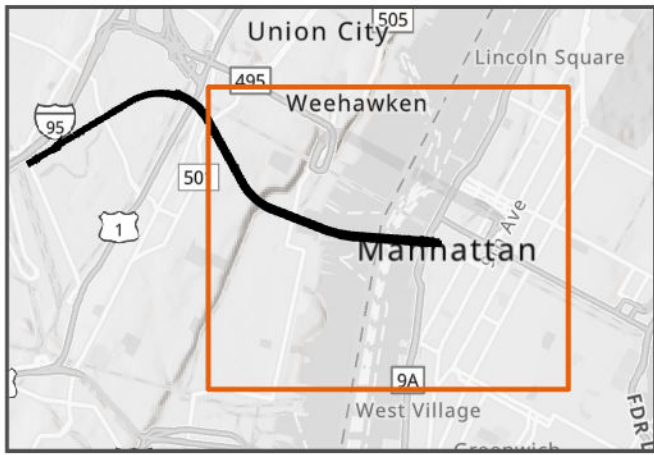
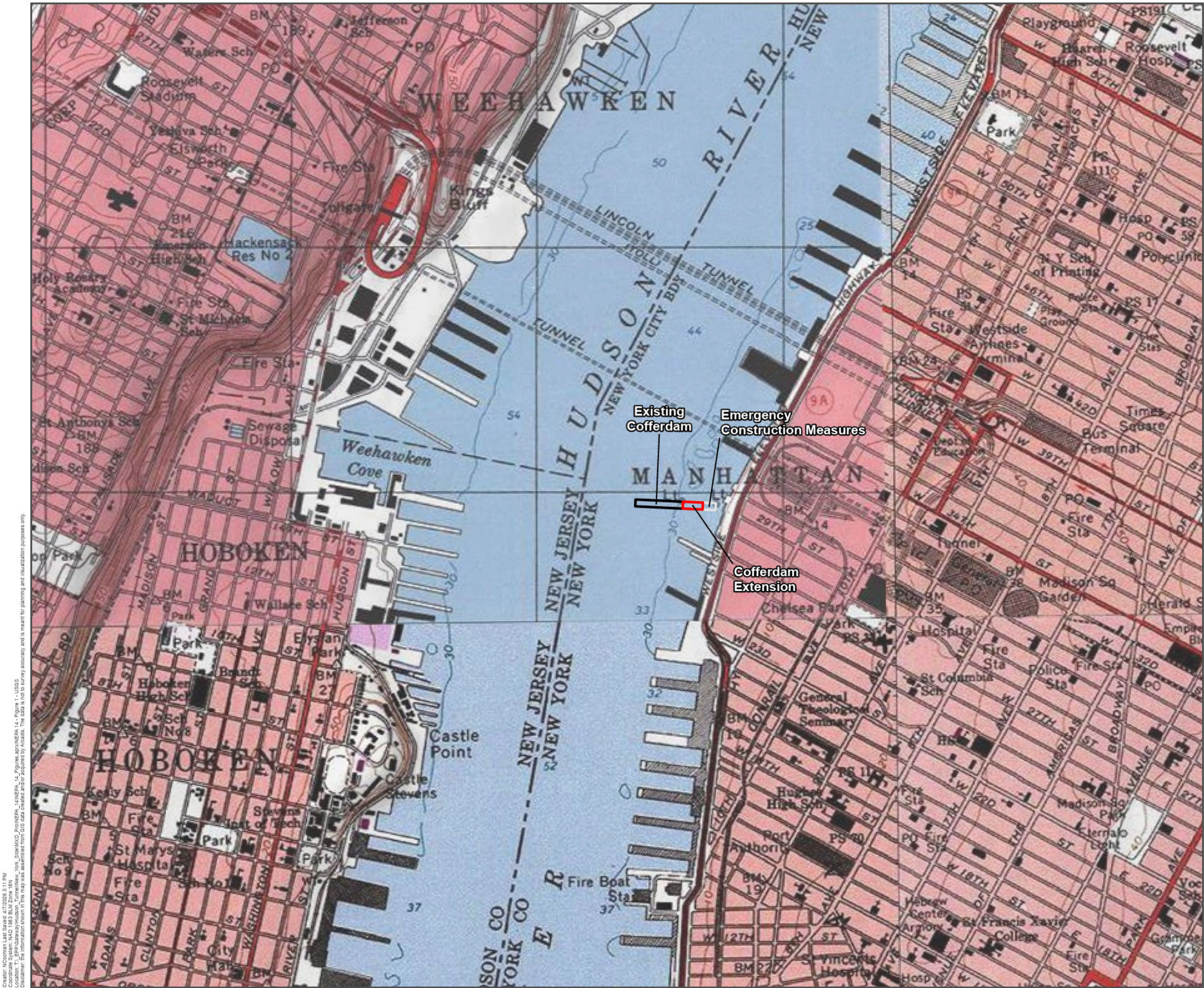


FIGURE 1
USGS MAP
Gateway Development Commission
Hudson Tunnel Project
New York County, New York

Legend

- Cofferdam Extension (Current Consultation Request)
- Existing Cofferdam
- Emergency Construction Measures

Notes:
1. USGS 7.5' Topographic Quadrangle, Weehawken, NJ

0 500 1,000 2,000
0 125 250 500
ft
m

GATEWAY DEVELOPMENT COMMISSION

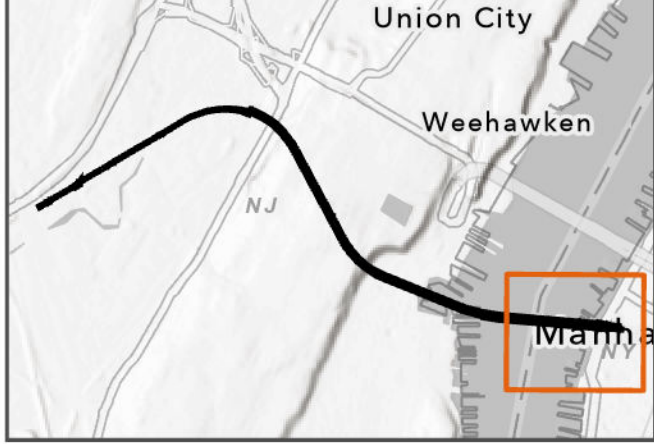


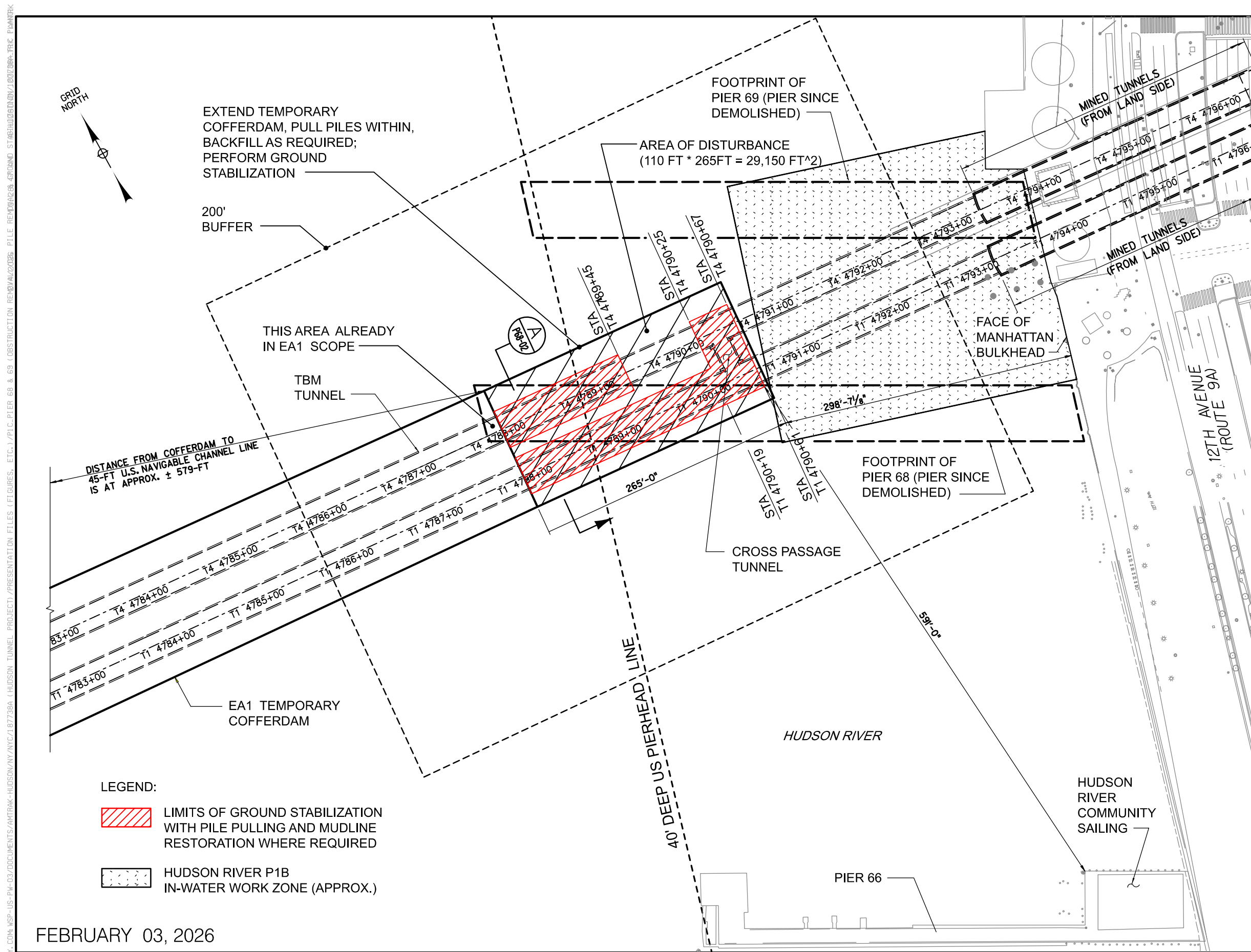
FIGURE 9
LOCATION OF COFFERDAM EXTENSION
Gateway Development Commission
Hudson River, New York, NY

- Legend**
- Bulkhead
 - Cofferdam Extension (Current Consultation Request)
 - Existing Cofferdam
 - Emergency Construction Measures
 - 12th Avenue Shaft
 - Pierhead Line
 - Navigable Channel Line
 - In-Water Construction Zone
 - Hudson River Park Staging Area
 - Tenth Avenue Staging Area
 - Hudson River Park
 - Cofferdam Install Barge
 - Crane Barge
 - Support Barge
 - Pier Footprint

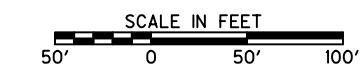
0 125 250 500 ft
0 50 100 200 m

GATEWAY DEVELOPMENT COMMISSION

Creator: Nocturnal, Last saved: 4/7/2026 3:11 PM
Location: T. Eppig, Gateway Development Commission, Hudson River, New York, NY
Disclaimer: The information shown in this map was assembled from GIS data created and/or acquired by Arcadis. The data is not to survey accuracy and is meant for planning and visualization purposes only.



- NOTES:
1. PULL PILES WITHIN FOOTPRINT OF FORMER PIER 68.
 2. AFTER PILE PULLING, RESTORE MUDLINE IN ACCORDANCE WITH 2024 BATHYMETRY WITH SAND, CONFORMING WITH ASTM C33 WITH MAXIMUM 5% FINES (PASSING NO. 200 SIEVE) BY MASS. ALL SAND MATERIALS USED TO RESTORE 2024 MUDLINE SHALL HAVE A LOOSE DRY UNIT WEIGHT BETWEEN 95 AND 100 POUNDS-PER-CUBIC-FOOT (PCF). PRIOR TO PLACEMENT, SUBMIT SAND MATERIAL GRADATION AND DENSITY TESTING RESULTS FOR REVIEW AND ACCEPTANCE BY THE COMMISSION.
 3. PERFORM GROUND STABILIZATION IN ACCORDANCE WITH THE CURRENT PACKAGE EA1 SPECIFICATION SECTION 31 32 13 (GROUND STABILIZATION) REQUIREMENTS, WITH THE FOLLOWING NOTED EXCEPTIONS: (1) AN ADDITIONAL FIELD DEMONSTRATION TESTING PROGRAM, AS REQUIRED BY SECTION 31 32 13, PART 3.3.B.2, SHALL NOT BE REQUIRED; (2) UNIFORMITY EVALUATIONS, AS REQUIRED BY SECTION 31 32 13, PART 3.8.G.3, SHALL BE AT LEAST 75 PERCENT TREATMENT (CORE RECOVERY) IN LIEU OF THE CURRENT SECTION 31 32 13, PART 3.8.G.3 90 PERCENT REQUIREMENT; AND (3) PERFORM AT LEAST ONE (1) FULL DEPTH QA/QC CORE FOR EVERY 2,000-SQUARE-FEET OF JET GROUT TREATED AREA IN LIEU OF THE CURRENT SECTION 31 32 13, PART 3.8.E.7 ONE (1) CORE FOR EVERY 800-SQUARE-FOOT OF TREATMENT REQUIREMENT. ALL OTHER SECTION 31 32 13 (GROUND STABILIZATION) REQUIREMENTS SHALL REMAIN IN FORCE AND APPLICABLE TO THESE ADDITIONAL JET GROUTING OPERATIONS.
 4. DEEP SOIL MIXING SHALL NOT BE USED (DUE TO POTENTIALLY REMAINING PILES). PERFORM GROUND STABILIZATION UTILIZING JET GROUTING METHODS AND TECHNIQUES.
 5. PRIOR TO COMMENCING WORK, PREPARE AND SUBMIT A CONSTRUCTION WORK PLAN FOR ALL PILE PULLING, MUDLINE RESTORATION, AND GROUND STABILIZATION ACTIVITIES, WITHIN THE EXTENDED TEMPORARY COFFERDAM LIMITS, FOR REVIEW AND ACCEPTANCE BY THE COMMISSION.



FEBRUARY 03, 2026

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HUDSON TUNNEL PROJECT

PILE REMOVAL AND GROUND STABILIZATION AT PIER 68

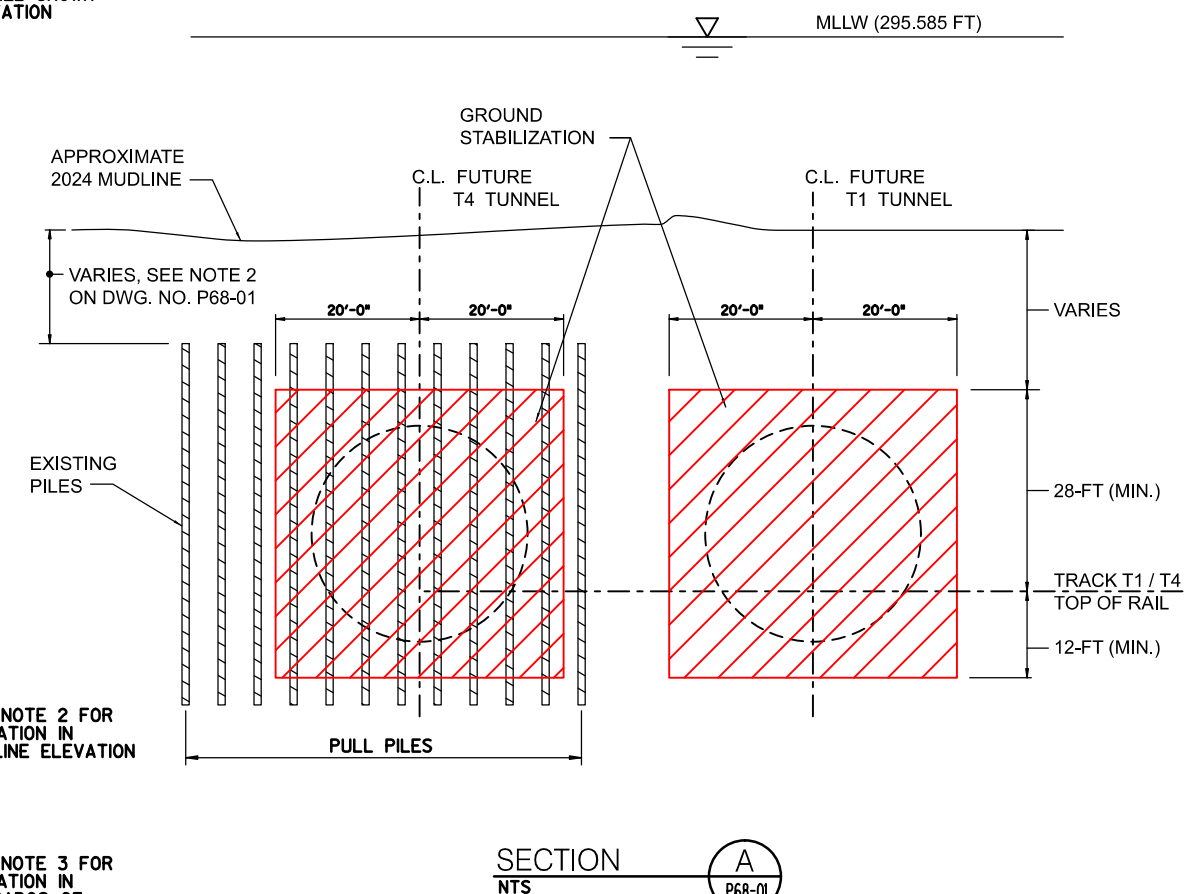
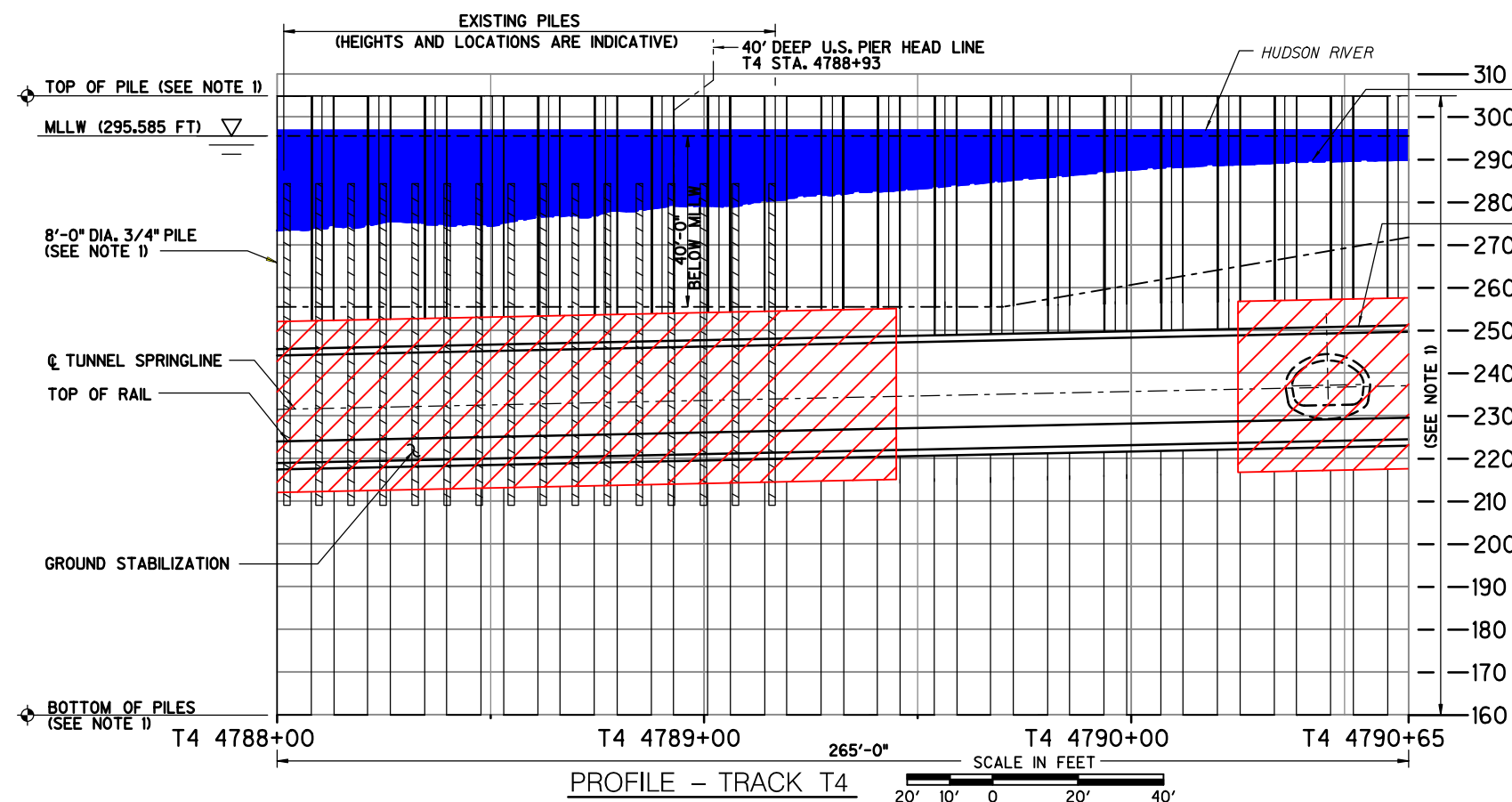
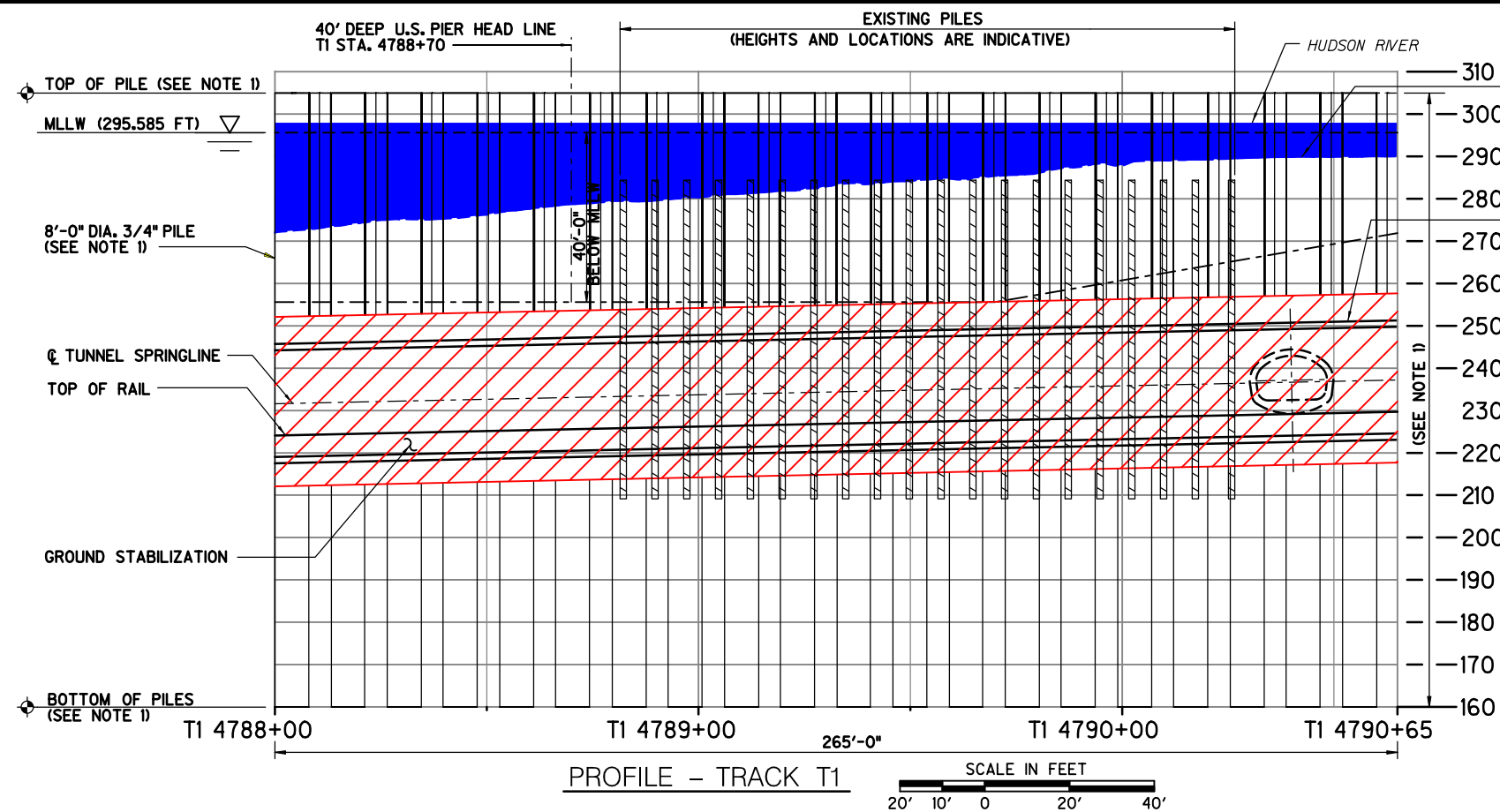
PLAN

Dwg. No.

P68-01

The Gateway Trans Hudson Partnership Engineering

GATEWAY DEVELOPMENT COMMISSION



- NOTES:

1. THE COFFERDAM PILE DEPTHS AND DETAILS SHOWN IN THIS DRAWING ARE INDICATIVE.
2. MUDLINE ELEVATION VARIES FROM APPROXIMATELY 272 TO 290 FEET ALONG T1 AND FROM 274 TO 290 FEET ALONG T4 BETWEEN STA. 4788+00 AND STA. 4790+65.
3. EXTRADOS OF TUNNEL CROWN ELEVATION RANGES FROM APPROXIMATELY 246 TO 251 FEET ALONG T1 AND T4 BETWEEN STA. 4788+00 AND STA. 4790+65.
4. GROUND STABILIZATION SHALL EXTEND FROM A MINIMUM OF 12 FEET BELOW THE TOP OF RAIL ELEVATION (APPROXIMATELY 212 TO 218 FEET) TO A MINIMUM OF 28 FEET ABOVE THE TOP OF RAIL ELEVATION (APPROXIMATELY 252 TO 258 FEET) ALONG TRACKS T1 AND T4 BETWEEN STA. 4788+00 AND STA. 4790+65.

FEBRUARY 03, 2026

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HUDSON TUNNEL PROJECT
PILE REMOVAL AND GROUND STABILIZATION AT PIER 68
SECTION AND PROFILE

Dwg. No.

P68-02

**The Gateway
Trans Hudson
Partnership Engineering**

AECOM WSP stv

**GATEWAY DEVELOPMENT
COMMISSION**