



Building America: Four Megaprojects Reshaping U.S. Fastener Demand

Across the United States, a new generation of infrastructure and construction projects is moving from planning into active procurement and installation. The headline figures are enormous: multibillion-dollar rail corridors, tunnels, bridges and data centers. For the fastener industry, however, project value alone does not reveal the opportunity. The more useful questions are what is being built, which construction phase is underway, what specifications apply and how products reach the jobsite.

Four projects illustrate the range of demand now emerging. California High-Speed Rail is advancing from civil structures toward track and electrical systems. The Hudson Tunnel Project combines underground, marine and rail construction. Baltimore's replacement of the Francis Scott Key Bridge will require years of demanding structural and marine work. Meta's Hyperion data-center campus in Louisiana represents a different market altogether: rapid, repeatable construction with extraordinary mechanical and electrical density. Together, they show why U.S. fastener demand is likely to broaden, while becoming more specialized.



California's high-speed rail program is already one of the country's largest active civil works programs. According to the California High-Speed Rail Authority's July 2026 status report, 65 of 92 structures in the first construction packages were complete by the end of May, with 26 underway. The authority also reported 89 of the first 119 guideway miles complete. Bridges, viaducts, trenches, grade separations and utility relocations have

generated demand for structural bolts, anchor rods, formwork hardware, concrete anchors, guardrail fasteners and many other construction products. The next opportunity is different. The authority has awarded contracts for long welded rail, concrete ties and overhead contact system poles, while additional procurements cover cable troughs, electrical components and fiber-optic systems. As work shifts toward track and systems, demand will increasingly favor rail clips and assemblies, pole and bracket connections, cable-support hardware and vibration-resistant products. This phase can also create openings for international fastener manufacturers with specialized technology, competitive scale or products that are not readily available within required schedules. Buy America and Build America, Buy America rules limit the direct use of imported material, but they do not exclude foreign companies from the supply chain. Overseas manufacturers can participate through U.S.-based production, partnerships with compliant domestic processors and distributors, or, in limited cases, project waivers when suitable domestic capacity is unavailable. For foreign suppliers, the opportunity therefore lies less in exporting standard products and more in localizing production, documenting origin, meeting U.S. rail specifications and filling capacity or technology gaps in the American market.





The US\$16 billion Hudson Tunnel Project will add a new two-tube rail tunnel between New Jersey and Manhattan and rehabilitate the existing North River Tunnel. In July 2026, the Gateway Development Commission reported that the first construction package was complete and six more were in progress. Work includes access shafts, concrete casing, riverbed stabilization, marine construction and preparations for tunnel-boring machines.

Fastener demand will be distributed across many systems rather than concentrated in one visible steel structure. Likely applications include embedded anchors, threaded rod, structural connections, tunnel and rail hardware, cable supports, pipe restraints and equipment mounting. Marine and underground exposure place a premium on coatings, corrosion resistance and long service life. Just as important, a project of this complexity rewards suppliers that can manage submittals, certifications and precisely scheduled deliveries. The opportunity may therefore be measured less by commodity tonnage than by the value of engineered, traceable products supplied across a long construction cycle.

The replacement of Baltimore's Francis Scott Key Bridge offers the clearest example of traditional heavy structural demand. Permanent foundation pile installation and temporary trestle construction are underway, and the new bridge is expected to open in late 2030. The cable-stayed design will provide at least 230 feet of vertical clearance and will require major pylons, marine foundations, approach spans and a new main span.



Those elements point to the demand of high-strength structural bolts, large-diameter anchor rods, bearing and expansion-joint hardware, bridge-rail connections and hot-dip galvanized or otherwise corrosion-protected fasteners. Fastener demand will begin well before crews assemble the permanent bridge. Temporary access trestles, crane platforms and construction bracing all require substantial connection hardware. Demand should then rise again as work advances to the main span and marine approaches later in the construction schedule. For fastener suppliers, early qualifications with steel fabricators and major subcontractors may be more valuable than waiting for material to reach the jobsite procurement stage.



Meta's Hyperion campus in Richland Parish, Louisiana, broadens the picture beyond public infrastructure. Announced as a US\$10 billion investment, the four-million-square-foot campus is being built on approximately 2,250 acres, with construction expected to continue through 2030. Meta reported that the project supported 3,700 construction workers during its first year and was expected to reach a peak workforce of about 5,000 in 2026.

A data center does not use the same concentration of massive structural connections as a cable-stayed bridge, but its fastener piece count can be immense. Concrete anchors, threaded rod, strut fittings, self-drilling screws, roof and wall-panel fasteners, cable-tray connections, equipment anchors, pipe supports and HVAC hardware are repeated across vast buildings. Speed is crucial because individual halls are often delivered in phases and standardized designs are replicated. Suppliers able to provide kitted assemblies, vendor-managed inventory and rapid replenishment can become integral to productivity. The project also drives indirect demand through new power, road, water and wastewater infrastructure surrounding the campus.

These four megaprojects support a positive outlook for U.S. fastener consumption, but the gains will not be evenly distributed. Bridges favor larger, high-strength and corrosion-resistant products. Rail construction adds specialized fastening systems and electrical-support hardware. Tunnels require engineered anchors and dependable documentation. Data centers generate high volume demand for smaller commercial and MEP fasteners, with exceptional emphasis on availability and installation speed. Demand also passes through different channels: steel fabricators may purchase bridge bolts, rail-system contractors may control track hardware and data-center equipment manufacturers may source connections before assemblies ever reach the site.

The common thread is rising value beyond the fastener itself. Domestic-content compliance, material certifications, lot traceability, protective coatings, job-specific packaging and dependable delivery are becoming decisive capabilities. Manufacturers and distributors that understand the project schedule—and position themselves before each fastener-intensive phase begins—stand to benefit most. America's megaproject pipeline is not simply calling for more bolts. It is calling for the right fasteners, documented and delivered at exactly the right time. ■

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