

Board of Commissioners Port of New Orleans
Requests for Letter of Interest for Design-Build Services
Riverfront Cold Storage Facility Project

I. Request for Letter of Interest: The Board of Commissioners Port of New Orleans (Board) hereby announces its intent to enter into a Design-Build contract with an experienced entity for the Riverfront Cold Storage Facility Project. As provided below and incident to the Board's Design-Build Ordinance and La. R.S. 38:2225.2.1, the Board requests Letters of Interest from experienced entities in Design-Build, possessing both professional design capability and qualified construction capability. The Board's Design-Build Ordinance, as well as other information about this project is available on the project's webpage at <http://www.portno.com/riverfrontcoldstoragefacilityproject.htm>.

II. Brief Project Description:

Location:

The project site is the Board's existing Henry Clay Terminal on the east bank of the Mississippi River in New Orleans, Louisiana at river mile 101 Above Head of Passes.

Funding:

Funding sources for the project include the Board of Commissioners Port of New Orleans and the Community Development Block Grant Disaster Recovery Program through the Louisiana Local Government Infrastructure Program and the Louisiana Critical Farm Infrastructure Grant Program. Additional funding sources may also be forthcoming.

Function and Purpose:

The function and purpose of the cold storage facility is for temperature-sensitive products to arrive via trucks for blast-freezing and/or cold storage warehousing in an insulated on-dock building until exported via dockside handling directly into refrigerated ships berthed at the Nashville Avenue Wharf "A" and Henry Clay Avenue Wharf.

Building Size:

The proposed new cold storage building is envisioned to be approximately 140,000 square foot. The space allocation of the building is as follows: convertible freezer/refrigerator space accounts for approximately 79% of the total building footprint. Approximately 8% of total freezer capacity, or about 6% of the total building footprint, will include blast freezer cells. There will be an ammonia-based refrigeration system containing about 40,000 pounds of refrigerant housed in a machine room that is approximately 3% of the total building footprint. There will be limited office space within the building, approximately 4% of the total building footprint, mainly serving the shipping, receiving, maintenance, and cargo handling functions of the facility. There will be truck docking along the landside face of the building which will have a refrigerated loading dock for at least 16 trucks, representing approximately 14 % of the total building footprint. The building must be set back from the face of the wharf approximately 60 feet.

Capacity:

The building shall have a capacity to store at least 35 million pounds of such product at any one time.

Quality: The building and all components constructed under this Design-Build contract shall have a useful life of at least 50 years.

Codes:

All work shall conform, as a minimum, with the following codes, latest editions adopted by the State of Louisiana, if applicable, including, but not limited to:

- International Building Code, not including Chapter 1 - Administration,
- Chapter 11 - Accessibility, Chapter 18 - Soils and Foundations, Chapter 27 - Electrical and Chapter 29 - Plumbing Systems. The applicable standards referenced in that code are included for regulation of construction within Louisiana.
- Life Safety Code, latest edition.
- LA State Plumbing Code (Part XIV (Plumbing) of the State Sanitary Code) as amended by the LA health officer acting through the Office of Public Health of the Department of Health and Hospitals and applicable plumbing codes of the City of N.O. through the New Orleans Sewerage & Water Board.
- International Mechanical Code, and the standards referenced in that code for regulation of construction within Louisiana.
- The National Electric Code.
- Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.
- City of New Orleans Amendments to IBC 2006, Chapter 18 "Soils & Foundations".

Items not specifically covered by codes shall be designed in accordance with the standards established by accepted professional groups or by industry standard for that specific item of work. Additional code requirements shall be stipulated in the Request for Proposals.

Description:

The existing Henry Clay Terminal shed will be demolished by the Board under separate contract and is not within the Design-Build scope of work. The existing concrete wharf deck built in 1962 with a live load rating of 850 psf and supported by a grid of steel pipe piles will be re-used and adapted by the Design-Builder as necessary to accommodate new construction. The berth has sufficient dredge depth to accommodate the deep draft vessels calling at the Henry Clay Wharf. The Design-Build project consists of an insulated building that fits within the footprint of the existing Henry Clay Wharf structure, heavy-duty paving landside of the wharf, and other related improvements. Also part of the design-build project is paving of the approximately 3.5 acre existing truck marshalling area landside of the wharf and building, as well as a truck turning area of about one acre adjacent to the marshalling area. Ancillary components include security fencing, high mast lighting, drainage, sewerage, and other utilities, excluding natural gas.

Special Systems:

The cold storage building shall have a refrigeration system using anhydrous ammonia. The refrigeration system shall have state-of-the-art controls and monitoring for safety, operations, and maintenance. The design and construction shall utilize best practices in

overall design of the building and all its systems, including, but not limited to, welded piping joints wherever practical; automatic ammonia sensors installed in all spaces served by the ammonia system; automatic controls and valves to interrupt the flow of ammonia into any space that registers an alarm; and machine room exhaust ventilation fans controlled automatically and manually. Leak potential shall be minimized by designing piping and pressure vessels for higher than standard operating pressure in order to minimize the risk of a relief valve opening. Relief valves shall include rupture disks and switches to an alarm system for any unexpected valve release. Emergency pressure controls shall be used to stop the system and automatically relieve high pressure condition back into a lower pressure part of the system

Due to the high energy consumption of the refrigeration system, energy efficient design is highly desired in all equipment, mechanical and electrical systems, and components of the building, especially lighting and insulation.

Additional technical information will be provided in the Request for Proposals.

Professional Services Required:

Professional services for the scope of work shall include, but are not limited to, design (civil, architectural, mechanical, electrical, geo-technical, environmental, traffic, and refrigeration disciplines), as well as surveying and construction materials testing.

Access and Security Requirements:

Landside access to the Henry Clay Terminal is via the existing Clarence Henry Truckway for all vehicles and via Nashville Avenue for cars only. This is a port- secured area, and access beyond the facility access stations is only granted to those having a U.S. Department of Homeland Security Transportation Worker Identification Card (TWIC) or a certified TWIC escorting up to five non-TWIC visitors. Prior arrangements, even for TWIC holders, must be made to enter any Board terminal. Access into terminal areas for the purposes of this solicitation will not be granted until after RFQs are evaluated. Short-listed, applicant entities issued a Request for Proposals will need TWIC cards for personnel to attend meetings at the project site or will have to make their own arrangements to be escorted by a certified TWIC card escort. The successful Design-Builder will be responsible for all workers at the project site possessing a TWIC card or being escorted by a certified TWIC card escort. In no case will Board personnel be responsible for escorting non-TWIC people into secured areas of the port.

Budget and Contract Time:

The estimated budget for the scope of work for the Design-Build project is between \$30 million and \$42 million. The target completion date of the project is November 2011.

III. Submission Instructions:

Letters of Interest may be mailed, faxed or emailed to Deborah Keller. The Letter of Interest must be clearly marked "Letter of Interest for Design-Build Services, Riverfront Cold Storage Project" and are only valid if sent to:

Deborah D. Keller, P.E.
Director of Port Development
Board of Commissioners Port of New Orleans
Room 308
1350 Port of New Orleans Place
New Orleans, Louisiana 70130
Fax: 504-528-3475
Email: kellerd@portno.com

All Letters of Interest must be received no later than 8:00 a.m. local time on Monday, November 2, 2009. The Board will not accept a Letter of Interest delivered after the delivery deadline. The Letter of Interest must contain the name, street address, telephone, fax, and email address of a single point of contact and the name of the applicant entity under which the RFQ response would be submitted.

IV. Point of Contact: Interested firms may direct written questions in accordance with this request to Deborah Keller via mail, email, or fax. All questions must be received by Deborah Keller no later than 3:00 p.m. local time on Monday, October 26, 2009. Answers to questions will be posted to the project web page (www.portno.com/riverfrontcoldstoragefacilityproject.htm) when they are received, and it is incumbent upon those interested to refer to the project web page daily.

V. Request for Qualifications Package:

Entities submitting a Letter of Interest prior to the deadline shall receive or be given electronic access to a Request for Qualifications (RFQ) package that shall outline all required information to be submitted for evaluation of qualifications. Any response failing to provide all the requirements contained in the RFQ package shall not be considered. It is anticipated that the RFQ package will be available on November 2, 2009.

False or misrepresented information furnished in the RFQ shall be grounds for rejection. After the deadline for responding to the RFQ, no submittal will be accepted and a received submittal may not be withdrawn and substituted by an applicant entity.

VI. Key Factors for Evaluation of Qualifications:

The following key factors, all equally weighted, will be used by the Board's Qualifications Evaluation Committee to evaluate the submitted qualifications of each applicant entity:

A. Professional training and experience of both the design and construction entity components and of key personnel in general and as related to the project under consideration.

B. Past and current professional accomplishments, for which opinions of clients or former clients and information gathered by inspection of current or recent projects may be considered.

C. Capacity for timely completion of the work, taking into consideration the Design-Builder's current and projected workload and professional and support manpower.

D. The nature, quantity, and value of Board work awarded to both the design and construction components of the applicant entity, it being generally desirable to allocate such work among Design-Builders who desire to perform such work.

E. Past performance on public projects, including any problems with time delays, cost overruns, and design inadequacies, for which the Design-Builder or any entity used as a subcontractor for professional design services, construction, or other service requiring a license or otherwise qualified to provide services was under contract.

F. Whether problems as indicated in Section "E" above resulted in litigation between the Board or any other public entity and the Design-Builder or any entity used in accordance with Section "E" above performing professional services, particularly if the Design-Builder or any entity used in accordance with Section E above is currently involved in unresolved litigation with the Board or another public entity or has been involved in litigation with the Board or another public entity where the Board or another public entity has prevailed.

G. Demonstrated experience in successful design and construction of an industrial and/or maritime warehouse terminal of similar size.

H. Demonstrated experience in successful design and construction of a refrigerated warehouse of similar size, capacity and construction.

I. Demonstrated experience is successful design and construction of a project located on the bank of a deep-draft waterway or on comparable hydrological/geotechnical conditions as this project site.

A minimum of the three highest ranked entities as rated by the Board's Qualifications Evaluation Committee will be issued a Request for Proposal. Scores are considered public record.

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