

Board of Commissioners Port of New Orleans  
Requests for Technical Proposals for Design-Build Services  
Riverfront Cold Storage Facility Project  
Answers to Design-Build Applicant Entities-Part 1 of 2  
Questions 1 thru 42

The information provided herein will be re-stated in Appendix F.

January 13, 2010

1. Do you know what offset from the rail centerline that we must maintain?  
**Yes, the standard rail offset from any rail track on the project site is ten feet from each side of the track centerline.**
2. Please provide all available information on the wharf, such as construction drawings, as-built drawings, condition surveys, underground utilities, drainage, sheet pile wall and anchors if any, concrete drawings, etc.  
**Much of this information has already been provided to the Design-Build Applicants on the reference drawings contained electronically on the sets of CDs furnished with the RFP. Older, hand-drawn archival drawings are only available as hard copies. Arrangements can be made for reviewing these drawings by contacting Darren Austin at 504-528-3416 for an appointment weekdays between 8am and 5pm. Drawings can be tagged and single copies of archival drawings can be furnished at no cost to the Design-Build Applicants. Additional drawings regarding rail and utilities to be posted on the project website by January 15, 2010.**
3. Are electronic drawing files available on the topographic drawings presented in the RFP? **AutoCAD survey drawing files were posted to the project website on January 12, 2010.**

4. Page 2 of the RFP under the Description section indicates the existing wharf deck was built with a load rating of 850 psf. Is this rating also good for the landside wharf concrete slab on grade? What are the defined boundaries of this 850 psf load rating?

**A site plan (Allowable Live Load Drawing) of the existing wharf was posted to the project website on January 12, 2010. It indicates the uniform allowable live load ratings riverside (southside) and cityside (northside) of the concrete levee wall which is located under the wharf. Riverside of this concrete levee wall is the pile-supported wharf structure over water, whereas the area cityside of this concrete levee wall is soil-supported on land. The concrete levee wall is basically a bulkhead. The 850 pounds per square foot uniform allowable live load is for areas riverside of the concrete levee wall, i.e. the pile-supported wharf; the uniform allowable live load for areas cityside of the concrete levee wall is 1,000 pounds per square foot.**

5. Is the Environmental Assessment part of the bidder's scope of work?

**There is no requirement for the Design-Build Applicants to perform any environmental assessments of the project site. The Henry Clay Shed that is to be demolished by the Port has been environmentally assessed already in order to prepare the bid documents for its upcoming demolition by the Port's contractor. The use of the site for over 50 years, including the open land cityside of the wharf and shed, based upon historical activities, does not indicate a concern for environmental degradation of the Port property within the project site.**

6. Is a LADEQ Storm water Discharge Permit required for this project?

**Yes. Refer to Appendix F (forthcoming) for general environmental requirements of the Design-Builder. The Design-Builder shall file for any permits which may be required regarding the National Pollutant Discharge Eliminations System (NPDES). The Clean Water Act requires industrial and construction activities to obtain a NPDES permit. A part of this permit's requirements is a storm water pollution prevention plan that must accompany the permit application for construction activities. It is the Design Builder's responsibility to obtain these required permits as applicable to this project and to store these documents on site, as well as comply with all requirements of the storm water pollution prevention plan.**

7. Please confirm that all storm water can be discharged into the river. **All normal rainwater/stormwater runoff shall be discharged into the Mississippi River, either by runoff from the cold storage warehouse to the wharf deck that slopes to the river, or via open ditches and buried culverts that lead to two outfalls through the concrete levee wall. Additional improvements due to the construction of the new warehouse and the paving of the existing unpaved yard will require new sub-surface system improvements and if necessary, a pump storm water drainage system in order to discharge into the river if gravity discharge cannot be accomplished.**

However, any wash-down, condensate from the cold storage chillers, or other potentially contaminated or potentially treated discharge must go to the Port and City sanitary sewer system. There is no existing sanitary sewer system within the project site. Sewage discharge alternatives available to the Design-Builder are either to provide a sewage treatment package plant on the Henry Clay site that is designed for receiving the waste generated by the cold storage facility for discharge into the Mississippi River or construction of a new sewage force main from the Henry Clay project site to the existing 4 inch diameter Port sewer main that begins on the east end of the former cold storage warehouse and ultimately discharges into the Sewerage and Water Board sewer main in State Street.

The Design-Builder is prohibited from polluting ditches, rivers, ground water, and the sanitary sewer system with materials harmful to the environment and in violation of federal, state, and local laws and regulations.

Refer to additional utility drawings to be posted to the project website by January 15, 2010.

8. In Appendix C, geotechnical investigation, slope stability analysis at four locations along with wharf was shown to have a potential for shallow sloughing failures. Is analysis and construction of remediation efforts for this potential slope stability failure part of the bidder's scope of work?

**No, this is not part of the scope of work. Shallow sloughing is a routine occurrence along a riverbank subject to accretion. The wharf structure has been analyzed as indicated in the report, to have an adequate factor of safety of 1.3 against a deep-seated bank failure. The Design-Builder is prohibited from any changing any conditions that would lower the factor of safety below 1.3. The Port is responsible for dredging to EL -35 which will not change the riverbank profile.**

9. In Appendix C, the geotechnical investigation indicated that if dredging was to occur, reevaluation of the soil investigation was recommended. The RFP indicates that dredging to -35' (NGVD) is to occur. Is the re-evaluation of the geotechnical investigation part of the bidder's scope of work?

**The Port is awaiting a supplemental report from Eustis Engineering regarding to what extent , if any, the dredging to EL. -35 at the face of the wharf will have on the design of any new piles driven by the Design-Builder to accommodate the new warehouse, such as additional bracing or wall thickness due to increased lateral loads.**

10. It was noted that wharf repair construction activities were forthcoming and to be either completed or underway before commencement of the new cold storage building. Please provide drawings or documentation on these planned repair activities and the condition survey and analysis that was the basis for this work.

**The final draft of the contract drawings and technical specifications for this work was already provided as part of the Reference CD package given to the representatives of the three Design-Build Applicants on December 18, 2009 as part of the RFP package.**

11. Is there any historical information available concerning movement between the wharf and the landside apron at this specific location or at other nearby, similar locations at the Port?

**No. However, the normal expansion and contraction of the wharf structure is accommodated by expansion joints in the wharf deck as shown on Reference Drawing, Disc 1, files 029.pdf, 030.pdf, 031.pdf, and 032.pdf provided as part of the RFP.**

12. Is providing preconstruction site survey of existing conditions part of the bidder's scope of work?

**All the survey information that the Port intends to furnish has been furnished and posted to the project website. The intent was to provide sufficient information for the Design-Build Applicants to prepare their proposals. Any and all additional survey work necessary to design and build the project is the responsibility of the Design-Builder.**

13. Is providing ground velocity monitoring services during construction part of the bidder's scope of work?

**The geotechnical report provided in Appendix A to the RFP recommends dynamic pile testing on new and existing piles to evaluate new pile capacity, monitor driving stresses during installation of new piles, and evaluate pile integrity during and after installation, and monitor energy transfer to evaluate pile installation and efficiency. Monitoring peak particle velocities during all pile driving operations for assessing potential damage and for changes in pile driving operations is also recommended in the geotechnical report. Peak particle velocity is recommended to be limited to .5 in/second to reduce risk of liquefaction of the soils in the project area. All testing, monitoring, and other quality control services are the responsibility of the Design-Builder.**

14. Do local zoning ordinances apply to this facility within the Port or is the Port exempt from local zoning? Who is the governing authority if any zoning requirements exist?

**The property requires no City of New Orleans Building permit. The project site is already properly zoned for maritime/industrial use. Federal, state, and local laws and ordinances do apply with regards to using authorized truck routes, noise limitations, etc. and will be referred to in the forthcoming Appendix F. The Port will obtain Letters of No Objection for construction and permits from the Orleans Levee District, the Corps of Engineers New Orleans District, State Fire Marshal, New Orleans Sewerage and Water Board, New Orleans Public Belt Railroad, Louisiana Department of Health and Hospitals. The Design-Builder is the professional of record for obtaining the Louisiana State Fire Marshal Permit (Port submits plan review application to SFM for approval) and permits from the New Orleans Sewerage and Water Board and Louisiana Department of Health and Hospitals (Port submits application based on Design-Builder's stamped drawings) for installation of the water meter and plumbing fixtures (sewer connections).**

15. What State and local building authorities have jurisdiction over this Port project?

**The Port is the governing building authority. Refer to #14 regarding permits.**

16. Are there any other specific design criteria or standards required by the Port that are not necessarily required by the other local authorities having jurisdiction?

**Refer to Appendix F forthcoming.**

17. Are there any applicable permitting and impact fees?

**The Design-Builder must complete a Department of Natural Resources / Corps of Engineers Joint Permit Application with the Port of New Orleans as applicant (there are no fees involved) – required if additional soil borings are taken, piles are driven or other structures are constructed on the water side of the bankline, including excavation and filling (including installation of rip-rap). This application is sent by the Port to the Orleans Levee District, Louisiana Department of Transportation, Corps of Engineers and LA Department of Environmental Quality for review and required approvals.**

18. Does the project need to meet any FM Global or other underwriter requirements?  
**No, the Port's current insurer underwriter simply requires that the construction meets all applicable federal, state, and local codes in order to meet underwriter requirements.**

19. Are the specifications provided from the previous design intended to be used as design standards or are other materials to be considered?

**The intent of providing the previous design was to indicate what was required operationally of the tenant (NOCS) and establish the quality of construction, general configuration, and features. Specific project requirements for design and/or performance will be issued in Appendix F.**

20. Are there any program requirements outlined in the design provided "for reference" but not in the RFP that we are to apply to this project?

**The intent of supplying the previous design as a reference was to provide a reference for Design-Build Applicants. Specific project requirements for design and/or performance will be issued in Appendix F.**

21. Are there any restrictions on wharf and deep foundation work in terms of non-work periods due to river level or any other restrictions?

**Yes, as will be stated in Appendix F, a condition of the Orleans Levee District permit will be no pile driving or deep excavation when the Mississippi River has reached EL. 11.0 at the Carrollton Gage. On a case-by-case basis, a waiver to continue pile driving and deep excavation up to EL. 15.0 NGVD at the Carrollton Gage may be granted by the Corps of Engineers if the Port Requests such an exception. However, the Design-Builder should plan on not receiving such a waiver when preparing its proposal.**

22. Is the rail access to the west of the existing wharf to be maintained? If so, it appears to be in disrepair. Is maintaining and/or repairing this section of rail in the Scope of Work? If so, what clearance to the new building is required?

**New Orleans Public Belt Railroad (NOPBRR) has reviewed the existing rail and the Port will issue a rail drawing indicating which rail is to remain and which rail it to be removed by the Design-Builder. The drawing will be posted to the project website by January 15, 2010.**

23. How many parking spaces are required? Of these, how many need to be automobile and how many need to be tractor/trailer?

**In the new paved yard, 30 automobile parking spaces and at least 40 tractor-trailer positions are required.**

24. Which existing rails need to be maintained and which can be removed?

**See answer to question #22**

25. Can any of the existing rails can be modified and/or relocated?

**See answer to question #22**

26. Are there any restrictions regarding who is authorized/approved for rail work in the Port of New Orleans?

**By agreements between the Port and NOPBRR, all rail work on the project site must be performed by the NOPBRR or its contractors. The Design-Builder will have to contract with the NOPBRR for this work and include all costs in the proposal. The rail drawing to be issued by January 15, 2010 will indicate which rail sections shall be removed and where new at-grade crossings must be installed as part of the Design-Build scope of work.**

27. What site utilities exist for us to tie in to? Sanitary sewer? Water? Power? Please provide information showing the location of these utilities.

**Henry Clay Draft Demolition Plans provided on CD#4 of the RFP package includes reference drawings of the utilities on the site. This is the extent of information the Port has on the locations of utilities at the project site. It will be the Design-Builder's responsibility to field verify all site utilities prior to construction.**

28. What is the average pallet weight to be used in capacities calculations?

**The average pallet weight to use in design is 2,200 pounds.**

29. What is the product mix?

**The product mix at this time is 90% chicken leg quarters in 22 to 44 pound boxes.**

30. What is the temperature of incoming product?

**The temperature of incoming fresh product range is +38F to +42F.**

**The temperature of incoming frozen product range +10F to -5F.**

31. Based on product mix what are the pallet dimensions (slated vs. un-slatted)?

**Based on the product mix, pallet dimensions for slated height 67 ¼ - 68 ½ - 71 ½ - 72 ¾ and un-slatted height 50 ¾ - 52 - 55 - 56 ¼**

32. What is the capacity of the stevedores for loading the vessel? How many pallets per hour that must be met by NOCS, average and maximum?

**Wharf capacity for the stevedore crews loading a vessel is five workers per hatch and 4 hatches per vessel, with up to 8 hatches working at one time. Pallets per hour rate is an average of 40 pallets per hatch per hour with a maximum of 80 pallets per hatch per hour, depending on the vessel being serviced.**

33. Is the building storage capacity to be determined by the listed 35,000,000 lbs divided by the average pallet weight?

**Yes.**

34. In the freezer storage, is any racking required? If not, is the ability to add racks in the future desired?

**Racking is currently not required in the freezer storage and is therefore not in the scope of work. The ability to add racks in the future is desired by the terminal operator, but is not a project requirement.**

35. Is there a clear height minimum/desired?

**The clear minimum height is 32 feet.**

36. Is there a required minimum number of dock doors? Desired?

**The minimum required number of dock doors is 16 with a preference for up to 22.**

37. What are the expected hours of operation?

**The expected hours of operation of the facility are 24 hours a day, six day a week.**

38. How many shifts are normally worked at the facility? Minimum? Average? Maximum?

**There are two shifts worked at the facility: 6 a.m. to 7 p.m. and 8 p.m. to 4 a.m.**

39. What is the estimated warehouse and office employee count by shift?

**For the day shift, the expected employee count is 28 in the warehouse and 6 in the office. For the night shift, the expected employee count is 24 in the warehouse and 2 in the office. There is an additional USDA employee on site during each shift.**

40. Are there any requirements for any driver welfare areas?

**Restroom facilities and vending machine electrical outlets with capacity to accommodate 6 to 8 truckers is required for the driver welfare area. Please refer to architectural drawing A2.4 included on the RFP CD#2 Governor Nicholls Cold Storage Concept Drawings as an example of the requirements.**

41. Railroad: During the site visit on December 18, it was indicated that a drawing would be provided showing which rail lines could be vacated and which lines would need to remain. Are you planning to issue this drawing? If not, could you provide us with this information in writing as it will be critical to our design and layout.

**See Question #22**

42. Structural Analysis: Could you provide us with a copy of the final structural engineering calculations and assumptions associated with the restoration and improvements to the existing wharf and pile structural systems for the Riverfront Cold Storage Terminal identified as the "Henry Clay Avenue Wharf - Substructure Repairs - W.O 1-941? We are particularly interested in determining the lateral load carrying structural capabilities of the wharf deck and any structural engineering assumptions used for the current contract documents regarding substructure repairs.

**The substructure repairs are mostly to the corrosion protection, spalled concrete, and replacing a few damaged lateral braces. The load characteristics of the wharf are not being altered. Any further structural alterations of the existing wharf will be the responsibility of the Design-Builder in order to support the new warehouse structure.**