

**ADDENDUM NO. 2
RIVERFRONT COLD STORAGE FACILITY PROJECT
BOARD OF COMMISSIONERS PORT OF NEW ORLEANS
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January 26, 2010

The following changes are to the main Request for Technical Proposal document, starting on page 1, in Section II, Project Description.

**1. DELETE THE ENTIRE SUBSECTION ENTITLED “BUILDING SIZE” FROM
SECTION II. BRIEF PROJECT DESCRIPTION AND REPLACE WITH THE
FOLLOWING:**

“Building Size:

The proposed new cold storage building is envisioned to be approximately 140,000 square foot. The building must be set back from the face of the wharf approximately 60 feet. Rail access is envisioned via the upriver siding track situated between the current warehouse and Audubon Park.

The space allocation of the building is as follows: convertible freezer/refrigerator space accounts for approximately 79% of the total building footprint. All rooms to be convertible from -15F to +40F. Glycol floor heat is to be used wherever appropriate. Approximately 8% of total freezer capacity, or about 6% of the total building footprint, will include blast freezer cells. Blast cell doors to be electric banana room accordion design with control panels mounted on the front (landside) dock. 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, with enough compressor horsepower to be able to swing compressors between high to low, including a spare compressor on the floor capable of the same. Emergency strobe lights shall be installed to alert when a compressor has shut down. Heat tape monitoring lamps are required wherever heat tape is used. Condensers to be designed with a 95F condensing and 92F wet bulb and have a catwalk surround.

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. The shipping office shall not be constructed using insulated wall panel and will require double insulated windows with heat at some locations. In addition, 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.

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 minimum required number of dock doors is 16 with a preference for up to 22. The dock size should be between 55' and 65' deep and be designed to allow trailer doors to open onto dock. The preference for pallet storage is inside above the dock doors with a minimum storage for at least 48 pallets per door. A scrubber wash-down area with floor drain and floor basin with hot water is also required in the dock area.”

**2. DELETE THE ENTIRE SUBSECTION ENTITLED “CAPACITY” FROM
SECTION II. BRIEF PROJECT DESCRIPTION AND REPLACE WITH THE
FOLLOWING:**

“Capacity:

The building shall have a capacity to store at least 35 million pounds of such product at any one time. The facility shall have a capacity to blast freeze 1.2 million pounds of product in 20 hours or less. The temperature of incoming fresh product range is +38F to +42F, and the temperature of incoming frozen product range +10F to -5F. Average pallets are 48 inches by 40 inches wide. Based on the product mix, pallet dimensions for slated height is anywhere from 67 ¼ - 68 ½ inches to 71 ½ - 72 ¾ inches and unslated height is anywhere from 50 ¾ - 52 inches to 55 – 56 ¼ inches. The average pallet weight to use in design is 2,200 pounds. In the freezer storage, the terminal operator is currently free-standing 4 to 5 pallets high and 7 to 10 pallets deep. The terminal operator currently stacks 80% to 4 high and 20% to 5 high. The clear minimum height is 32 feet. 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

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operator, but is not a project requirement.”

**3. DELETE THE ENTIRE SUBSECTION ENTITLED “SITE CONDITIONS”
FROM SECTION II. BRIEF PROJECT DESCRIPTION AND REPLACE
WITH THE FOLLOWING:**

“Site Conditions: The project site is located within a sub-tropical climate, prone to hurricane winds and intense rainfall and is positioned on an open area of riverfront. Design shall address these environmental conditions and construction means and methods shall take into consideration these conditions, as well as the varying stages of the Mississippi River that will affect ground water conditions and pile driving restrictions. 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. 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 posted to the project website.

The river will be dredged to EI –35 N.G.V.D. by the Board and is not within the scope of work of the Design-Builder. Construction of remediation efforts for potential slope stability failure 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. 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. 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. 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 Carrolton Gage. On a case-by-case basis, a waiver to

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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.”

4. DELETE THE ENTIRE SUBSECTION ENTITLED “DESCRIPTION” FROM SECTION II. BRIEF PROJECT DESCRIPTION AND REPLACE WITH THE FOLLOWING:

“Description:

AutoCAD survey drawing files were posted to the project website on January 12, 2010. All the survey information that the Port intends to furnish has been furnished and posted to the project website. The intent is 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.

The existing Henry Clay Terminal shed and comfort station 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 pounds per square foot 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. 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. The rated pile capacity of the steel pipe piles is 50 tons static loading. This can be found on the RFP CD#1, file 020.pdf, drawing 609-1, General Note No.2 (Henry Clay Existing Substructure Drawing Set). The substructure repairs, planned under separate public bid, consist of repairs to the corrosion protection, spalled concrete, and 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.

The Design-Build project consists of the design and construction 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. Included within the marshalling area shall be a reefer station consisting of a reinforced concrete landing pad or pads designed for highway truck loading with space to accommodate parking for 10 wheeled refrigerated chassis trailers. Materials shall conform to the following Section or Subsections of the LDOTD "Red Book": Portland Cement Concrete 901, Joint Materials 1005, Mesh Reinforcement 1009.01, Load Transmission Devices 1009.04, Curing Materials 1011.01, and Geotextile Fabric 1019. The Design-Builder will be permitted to furnish Type B, C, D or E concrete; however, the same type shall be used throughout the project, unless otherwise authorized by the Engineer in writing. The Design-Builder will also be permitted to furnish Class A concrete in lieu of the mixtures listed above. All concrete shall achieve a minimum flexural strength of 750 psi at 28 days age. Reefer station service shall be rated at 480volts, 3 phase, 25 amps max per trailer with accommodation for 10 reefer gang plugs each rated at 32 amps with integral molded case protection of 30 amps. Receptacle housing shall be type 316 stainless steel. Maximum reefer station load is 252 kVA at 300 amps to be provided by a 400 amp service. Enclosure shall be 14 GA. 304 stainless steel with all fasteners to be 300 series stainless steel. Hub material is to be aluminum. Complete assembly shall be UL listed at 22,000 RMS symmetrical amperes at 480VAC. After installation, all conduit openings must be completely sealed with expanding foam. Pipe bollards shall be installed sufficient to protect the electrical service enclosure. Reefer station shall be located in the area designated as truck marshalling in such a

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way as not to interfere with the traffic flow of incoming trucks or any tenant site activities. The reefer station also must not interfere with or block any rail indicated in the marshaling area and must maintain specified clearances of any rail within the vicinity.

Ancillary components include security fencing on all sides of the property except the riverside wharf apron, wind sock stations around the facility, high mast lighting with underground wiring in all exterior areas, drainage to the Mississippi River, sewerage to the existing mains that discharge into the City of New Orleans, Sewerage and Water Board municipal sewerage system, and other utilities, excluding natural gas. Natural gas is not an existing service on Board property. No flow test exists for this site, but one has been scheduled and it is anticipated that it will be available for distribution to the Design-Builders via the project website on January 27, 2010.

New Orleans Public Belt Railroad (NOPBRR) has reviewed the existing rail and the Port has issued a rail drawing indicating which rail is to remain and which rail it to be removed by the Design-Builder. The drawing has been posted to the project website. 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 indicates which rail sections shall be removed and where new at-grade crossings must be installed as part of the Design-Build scope of work.

The drawings and specifications provided in the RFTP are intended to establish scope, complexity, quality, minimum performance standards, existing conditions at the Henry Clay Avenue project site, and conceptual layout for use of the Design-Build Applicant Entity in preparing its Technical Proposal. The Board is also providing the Contract Documents for the Riverfront Cold Storage Facility at Governor Nicholls and Esplanade Avenue, which were prepared for the Board by its consultant for publicly bidding the work when it was proposed at that site. Much of the design, such as the layout of the building, is site specific, and requires re-configuration to adapt to the Henry Clay Avenue Wharf project site. It is the responsibility of the Design-Build Applicant Entities to provide for a complete and functional facility responding to the Board's stated criteria, recognized industry standards, and applicable building codes, regardless of the content of any drawings and specification issued in the RFQ and/or RFTP. Further, it will be the responsibility of the successful Design-Builder to prepare complete construction documents responding to the fullest intent of this RFTP."

5. ADD THE FOLLOWING TO THE SUBSECTION ENTITLED "SPECIAL SYSTEMS" OF SECTION II. BRIEF PROJECT DESCRIPTION AT THE END OF THE PARAGRAPH WHICH STARTS "Additional technical and performance specification...":

"Changes or additions to these sections based on site conditions of the Henry Clay Wharf may be required. Also, any specific items mentioned in this RFTP document supersede the aforementioned sections."



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