NASA, John F. Kennedy Space Center
Kennedy Space Center, FL 32899

JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION

1. This document is a justification for other than full and open competition prepared by the NASA, Kennedy Space Center (KSC) for Architect and Engineering (A&E) services for the Investigative Study of the Space Launch Complex -2West (SLC-2W) Mobile Service Tower (MST) Primary Structure Repair (PCN: 98877) at the Vandenberg Air Force Base (VAFB) in California.

2. This contract action is for the acquisition of limited A&E services on a sole source basis to the A&E firm Reynolds, Smith, & Hills, Inc., (RS&H) of Merritt Island, FL.

3. The A&E services to be performed by RS&H is to inspect and to perform a structural engineering assessment and analysis on corroded and/or damaged structural steel of the MST of SLC-2W at the VAFB.

4. Specifying these engineering services for acquisition without full and open competition is permitted pursuant to Federal Acquisition Regulation (FAR) 6.302-1(B)(2) because these A&E services required by KSC is available from only one responsible source and no other type of engineering firm will satisfy the requirements, and due to the fact that RS&H is the original designer of record, no other A&E firm can perform the required task.

5. The MST structural steel was repaired in 2009 with RS&H as the A&E (and also the extended Title I Service engineering firm during construction phase). RS&H also provided a math model of the MST as part of their design effort. The implementation of the projects was to repair corrosion damaged members, replace siding and add a new clean room. During the construction implement phase the construction company discovered several steel member behind the siding that exhibited minor corrosion. No repair was performed at the time because the work was outside of the contract scope and due to launch operation constraints. The decision was made to evaluate the condition of the MST for future corrective action. In early 2010, RS&H was tasked to perform an analysis and assessment on the condition of the MST damaged steel structure. RS&H issued a report in March 2010 and recommended that the structure's condition be reevaluate within six months. Now that the six month time period has passed, an updated evaluation is necessary. United Launch Alliance (ULA), the operator of SLC-2, is scheduled to perform a limited amount of maintenance on the MST in the near future. NASA is seeking an evaluation of the risk associated with the continued use of the MST for the remaining two launches, scheduled to occur in 2011.

6. The MST structure is in need of further evaluation to determine the risk of continued use of the MST for the remaining two Launch Services Program (LSP) launches. A

review of the existing field conditions along with ongoing maintenance is necessary to ensure mission success. If a different A&E firm were selected, they would have to duplicate the modeling, analysis and design efforts already performed by RS&H. There is not sufficient time to perform these tasks and to implement any additional repairs prior to the next scheduled NASA Launch in early 2011.

7. The anticipated price for the engineer service will be fair based on past cost data, cost estimates, the contractor's proposal, and subsequent negotiations. This will be issued as a firm-fixed price contract.

8. FAR 36.608 specifically states: Architect-engineer contractors shall be responsible for the professional quality, technical accuracy, and coordination of all services required under their contracts. A firm may be liable for Government costs resulting from errors or deficiencies in designs furnished under its contract. RS&H is the designer of record and this applies directly to the original design. The intent to sole source will be synopsized in the Commerce Business Daily.

9. There is no action to overcome the barriers to competition for any subsequent services required. This is one-time event necessitated by the urgent need for the required assessment and the time constraint for a limited amount of maintenance to bring the MST steel structure to a minimum service state for the remaining two launches or the end 2012.

12. CONTRACTING OFFICER'S CERTIFICATION

I hereby certify that this justification is accurate and complete to the best of my knowledge and belief.

Pursuant to FAR 6.303-2(b), I hereby certify that the supporting data furnished by NASA VA-B20 (LSP) in support of the contracting by other than full and open competition, under 10 U.S.C. 2304(c)(3), selecting design service of RS&H, is complete and accurate to the best of my knowledge and belief.

Tyrone Frey
Contracting Officer
OP-ES0

Ping Y. Yu
Chief, Civil/Structural Project Branch
TA-B3A