



DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND SOUTHWEST
1220 PACIFIC HIGHWAY
SAN DIEGO, CA 92132-5190

J&A 15-10

JUSTIFICATION AND APPROVAL (J&A)
FOR USE OF OTHER THAN FULL AND OPEN COMPETITION

1. Contracting Activity. Department of the Navy, Naval Facilities Engineering Command Southwest (NAVFAC SW), San Diego, California

2. Description of the Action Being Approved. Approval is sought to modify the existing Airfield and Heavy Duty Paving III Group 0066 contracts, collectively the Unrestricted Multiple Award Construction Contract (MACC), without competition to increase the contract capacity by \$10,000,000 from \$99,000,000 to \$109,000,000 without extending the contract expiration date. This action will increase the maximum value of the contract and allow for award of additional projects. As such, this action does not constitute a "bridge contract action".

The contracts are:

- a. N62473-14-D-0043 - Baldi Brothers, Inc.
- b. N62473-14-D-0044 - Coffman Specialties, Inc.
- c. N62473-14-D-0045 - Flatiron West, Inc.
- d. N62473-14-D-0046 - Granite Construction Company
- e. N62473-14-D-0047 - Kiewit Infrastructure West Co.
- f. N62473-14-D-0048 - Reyes Construction, Inc.

3. Description of Supplies/Services. NAVFAC SW through the use of the Airfield and Heavy Duty Paving MACC provides new construction, repair, and renovation, by design-build or (to a lesser extent) by design-bid-build of airfield paving and heavy duty paving for military operational vehicles at various locations within the NAVFAC Southwest area of responsibility, including but not limited to Arizona, California, Nevada, and New Mexico. Types of projects may include, but are not limited to: runways, taxiways, aircraft parking aprons, landing craft parking, and parking for other heavy operational military equipment and incidental work relating thereto. The intent of the capacity increase is to allow four (4) projects to be solicited under this MACC and awarded in FY-15. The following projects are (1) [REDACTED] Repair Taxiways at Naval Base Coronado, CA; (2) [REDACTED] Repair Runway [REDACTED] and [REDACTED] Pavement Repairs at [REDACTED] at Naval Air Facility (NAF) El Centro, CA; (3) [REDACTED] Asphalt Overlay for Runway [REDACTED] China Lake and (4) [REDACTED] Repair and Improve Landing Zone [REDACTED] at Marine Corps Base Camp Pendleton, CA.

4. Statutory Authority Permitting Other Than Full and Open Competition. The statutory authority permitting other than full and open competition is 10 U.S.C. 2304(c)(2), as implemented by FAR 6.302-2. FAR 6.302-2 permits other than full and open competition when there is an unusual and compelling urgency.

5. Rationale Justifying Use of Cited Statutory Authority. Currently, the Airfield and Heavy Duty Paving MACC has four (4) contract actions for urgently needed repair projects which are in danger of not being awarded because of lack of contract capacity. The current MACC was competed and awarded to six (6) firms.

- a. This J&A seeks an increase in capacity of the Airfield and Heavy Duty Paving MACC by \$10,000,000 in order to allow award of the projects identified below. The MACC has obligated

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[REDACTED]

[REDACTED]

As a transient air facility, NAF El Centro provides support to foreign allies and domestic military squadrons with total operations ranging from [REDACTED] operations annually. The NAVFAC policy recommends a minimum PCI of 70 for runways; 60 for taxiways, aprons and other aircraft support pavements. NAF El Centro received an overall PCI rating of [REDACTED] in 2013 which equates to a [REDACTED] condition but [REDACTED] sections are near or below the minimum criteria. The primary taxiways utilized at NAF El Centro received an average PCI score of [REDACTED] which equates to a PCI rating of [REDACTED]. These taxiways require reconstruction or overlay repairs to return to a serviceable condition. [REDACTED]

[REDACTED] Runway [REDACTED] requires a full depth reconstruction to return it to a serviceable condition as a [REDACTED] Runway. [REDACTED] runways as defined by UFC 3-260-01 are primarily intended for [REDACTED] NAF El Centro primarily supports [REDACTED] aircraft, both high performance aircraft. NAF El Centro's mission is to provide support to fleet and training squadrons. [REDACTED]

[REDACTED] The Facility [REDACTED]

[REDACTED] Runway [REDACTED] is the primary runway utilized [REDACTED] As the airfield pavement conditions deteriorate the concern for potential aircraft damage and injury to personnel during mission operations continue to grow. Delays in providing necessary repairs may lead to the inability to taxi or take off from the degraded taxiways and runway. Temporary repairs to runways and taxiways as needed can delay and or even cancel deployed training squadron's scheduled exercises. Moreover, degraded pavements put excessive stress on aircraft of all types as well as accelerate preventive maintenance periods. In addition, mitigation efforts have increased to levels beyond the capability of the current Base Operating Service Contractor.

[REDACTED]

NAWS China Lake supports two squadrons with [REDACTED] assigned tactical aircraft, as well as [REDACTED] detachments using the Naval Air Warfare Center Weapons Divisions (NAWCWD) ranges. Due to the sudden scale of pavement degradation on [REDACTED] and its significance to Airfield operations, the runway was relegated to [REDACTED] operations only. There is great concern of potential damage to aircraft and/or personnel as the asphalt continues to delaminate from the existing fabric layer causing chunks of asphalt to become loose creating FOD. Following an aircraft FOD event in January 2014, the PCI was downgraded further to [REDACTED]

[REDACTED]

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entirely resulting in UAS and fixed wing aircraft sharing the same operational pavement. In order to minimize mission impacts an award date of July-2015 is required to execute the reconstruction work immediately. If the project is not awarded in FY2015, it will continue to severely impact USN/USMC, Joint, Allied and foreign military detachments. [REDACTED]

[REDACTED] Mission currently impacted due to scheduling conflicts between UAS and fixed wing aircraft, both operating from the same runway.

[REDACTED]

The subject project is needed to perform repairs and make improvements to provide a safe and functional landing zone able to support all Camp Pendleton [REDACTED] to land, collect/dispense troops, and take off in a safe manner. Hot gases from helicopter exhaust engines can melt and damage the asphalt pavement, especially with the introduction of the [REDACTED]. The existing asphalt landing zone pavement has deteriorated and has turned into a safety hazard for aircrafts during landing and training activities. Hot exhaust gases from the aircraft engines, and other aircraft fluids weaken asphalt concrete at the vertical landing locations. In general, the existing asphalt is not suitable for landing zones as it cannot tolerate the intense heat and vibration generated by vertical aircraft landing and takeoff. [REDACTED]

[REDACTED]

6. Description of Efforts Made to Solicit Offers from as Many Offerors as Practicable. The MACC contract ensures sufficient competition with six (6) MACC contractors, so this increase in capacity does not create a sole source environment. The projects were not synopsisized nor market research performed to determine interested sources because of time constraints. A follow-on Airfield and Heavy Duty Paving MACC is currently being competitively procured by NAVFAC SW. The follow-on MACC, with an aggregate total of \$240M, is planned for award by the first quarter of FY-16. No other MACCs are available for these requirements.

7. Determination of Fair and Reasonable Cost. The Contracting Officer has determined the anticipated cost to the Government of the services covered by this J&A will be fair and reasonable using FAR Part 15 procedures. Task orders are competed among current MACC holders thus achieving competitive pricing.

8. Actions to Remove Barriers to Future Competition. As stated in item 6 above, the follow-on MACC is being competitively procured by NAVFAC SW. Additional increase in capacity to this MACC is not expected.

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CERTIFICATIONS AND APPROVAL

TECHNICAL and REQUIREMENTS CERTIFICATION

I certify that the facts and representations under my cognizance which are included in this Justification and its supporting acquisition planning documents, except as noted herein, are complete and accurate to the best of my knowledge and belief.

[Redacted Signature]

JOHN W. COON
CI Business Lead
NAVFAC SW

[Redacted Phone No.]

Phone No.

5-13-15

Date

LEGAL SUFFICIENCY REVIEW

I have determined this Justification is legally sufficient.

[Redacted Signature]

V. PAUL CLAY
Assistant Counsel
NAVFAC SW

[Redacted Phone No.]

Phone No.

5-13-15

Date

CONTRACTING OFFICER

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

[Redacted Signature]

DENIESE D. KELLY
Contracting Officer
NAVFAC SW

[Redacted Phone No.]

Phone No.

5-13-15

Date

ECHELON IV CHIEF OF THE CONTRACTING OFFICE CERTIFICATION

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

[Redacted Signature]

RENAE A. KVENDRU
Chief of the Contracting Office
NAVFAC SW

[Redacted Phone No.]

Phone No.

5/14/15

Date

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ECHELON IV COMMANDING OFFICER CERTIFICATION

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



D. BANAJI
CAPT, CEC, USN
Commanding Officer
NAVFAC SW



Phone No.

5/22/15
Date

ECHELON III CHIEF OF THE CONTRACTING OFFICE CERTIFICATION (NFAS 6.304(c))

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



PATRICIA S. KELLIHAN
Chief of the Contracting Office
NAVFAC LANT



Phone No.

6/3/2015
Date

APPROVING OFFICIAL (NFAS 6.304(c)) Upon the basis of the above Justification, I hereby approve the contract modifications described herein using other than full and open competition, pursuant to the authority of 10 U.S.C. 2304 (c) (2).



RDML L. V. CARIELLO
Commander
NAVFAC ATLANTIC



Phone No.

7/2/15
Date