

Agenda of the Joint Meeting of the MNAA and MPC Operations Committee



Date/Time: Wednesday, October 8, 2025, at 9:00 a.m.

Place: Nashville International Airport – Tennessee Board Room

Operations Committee Members: Jimmy Granbery, Committee Chair
Bobby Joslin, Committee Vice Chair
Nancy Sullivan

I. CALL TO ORDER

II. PUBLIC COMMENTS

No requests for public comment received to date. Deadline is October 6, 2025, at 9:00 a.m.

III. APPROVAL OF MINUTES

September 10, 2025 Minutes of the Joint Meeting of the MNAA and MPC Operations Committee

IV. CHAIR'S REPORT

V. ITEMS FOR APPROVAL

1. CGMP 3 of 4 for Concourse A Reconstruction
2. Design Contracts for T/W T4 Reconstruction & T/W T5 Rehabilitation and T/W T5 Lima Reconstruction
3. Construction Contract for Murfreesboro Road/TW Romeo/Juliet Tunnel Repairs

VI. INFORMATION ITEMS

1. None

VII. ADJOURN

Minutes of the Joint Meeting of the MNAA and MPC Operations Committee



Date: September 10, 2025

Location: Metropolitan Nashville Airport Authority
Tennessee Boardroom

Time: 9:00 a.m.

Committee Members Present:

Jimmy Granbery, Committee Chair; Bobby Joslin,
Committee Vice Chair; Nancy Sullivan

Committee Members Absent:

None

Other Board Members Present:

Andrew Byrd, Joycelyn Stevenson, Glenda Glover, Glenn
Farner

MNAA Staff & Guests Present:

Doug Kreulen, Cindy Barnett, Lisa Lankford, Trish Saxman,
Marge Basrai, John Cooper, Kristen Deuben, Adam Floyd,
Eric Johnson, Lisa Leyva, Carrie Logan, Rachel Moore, Ted
Morrissey, Stacey Nickens, Brandi Porter, Josh Powell,
Robert Ramsey, Captain Shuff, and Puneet Vedi

I. CALL TO ORDER

Chair Granbery called the Joint Meeting of the MNAA and MPC Operations Committee to order at 9:00 a.m. pursuant to Public Notice posted on the BNA website at flynashville.com.

II. PUBLIC COMMENT

Chair Granbery stated there were no public comment requests received.

III. APPROVAL OF MINUTES

Chair Granbery asked for a motion to approve the minutes from the August 6, 2025 Operations Committee meeting. Commissioner Sullivan made a motion, and Vice Chair Joslin seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan - Yes

The motion passed with a vote of 3 to 0.

IV. CHAIR'S REPORT

Chair Granbery had no Chair's report.

V. ITEMS FOR APPROVAL

1. Construction Contract for Taxiway Fillet Widening (ADG5/TDG6)

President Kreulen introduced Puneet Vedi, VP, Airport Capital Development, to brief the Commissioners on the Construction Contract for Taxiway Fillet Widening (ADG5/TDG6). Mr. Vedi stated that this Contract is for widening taxiway pavement, shoulders, and safety areas at five taxiway fillets. All pavement widening must be constructed using full-depth, full-strength concrete, designed for Airplane Design Group V (ADGV) aircraft loads and Taxiway Design Group 6 (TDG6) turning radius. On July 14, 2025 an Invitation to Bid was advertised and seven prime contractors downloaded it including BC Mason Group, Cleary Construction, Harper, Jones Brothers, Hi-Way, r-Star Paving and Vulcan. After the outreach with contractors, we were disappointed that we only received 1 bid from Hi-Way Paving, Inc. who bid \$15,115,907. There was an overage between the Engineer of Record's estimate and Hi-Way Paving, Inc.'s bid. The primary difference between the estimates and bid is due to minimal concrete quantities at each fillet location requiring hand pouring & finishing instead of machined placement; an expedited construction schedule with the contractors utilizing additional crews working 5 days, 12 hours per day; and the electrical bid items 2.5X higher. The contract start date is September 2025 with Phase 1 ending in Spring 2026. This project is funded 25% PFC and 75% Federal funds.

Vice Chair Joslin asked for the name of the electrical contractor. Mr. Vedi replied he did not remember but will get him that information for the Board meeting. Vice Chair Joslin asked if it came in higher than expected. Mr. Vedi replied yes, 2.5X higher. Commissioner Byrd asked why it came in 2.5X higher. Mr. Vedi replied that the primary reasons were minimal concrete quantities and an expedited construction schedule.

President Kreulen stated there has been a lot of discussion between himself and several other CEOs, for example Memphis is having trouble with programs less than \$40M getting more than 1 bidder. MNAA's estimate is less than \$20M and we are having a hard time getting more than 1 bid. Several contractors do not want to do 5 different locations on the airport; they would rather pour a whole runway so they are charging a slight premium to do what we want. Phase 1 is

important to us to complete this calendar year because by April 1, 2026 we intend to have larger aircraft coming in from England and we believe this is a good business decision to move forward. Commissioner Farner stated last month we had 2 separate contracts where this contractor was the only bidder and the Board expressed thoughts and concern over that and here we are the 3rd time. Those 2 contractors were within their estimates or maybe even less and that is why we were comfortable moving forward. There is a premium attached to our urgency, to our single bidder, and this seems like a trend and one he is not necessarily in favor of. Maybe we are not doing everything we can to recruit, maybe our estimates are there, maybe our timelines are a little too soon, maybe things we should take into consideration as we come up with our own estimates. He asked how many more projects we have that are this type work and this type of scope to which we get a bunch of interested bidders, but everyone is backing out. He asked why that is. Commissioner Byrd stated he is very right to ask the question.

President Kreulen stated he will take it as a homework assignment to go back and look at the last 12 months to see how many single bidders we have had. Hi-Way Paving, Inc. has done a lot of work out here and has the concrete plant on this field and contractors do not want to bid against them because they have the facility set up. Commissioner Sullivan stated that other contractors know they cannot do it. Commissioner Farner stated this is why they should be able to do it; it is less expensive.

Chair Granbery stated based on what is going on in this city, we need to do a better job of our estimates, so the costs of all these issues, the bids would not be over budget. This is the bid we got, unfortunately, we do not have 3 to compare it to, but because we have all these issues, different locations, it is spread out, and people are busy. He hears every day from the smallest residential contract to the biggest commercial contract that there is everything in between, lack of equipment, lack of manpower, and lack of supplies. If you call and order 3 yards of concrete for your house, it may be 2 weeks and it will be \$150/yd, twenty years ago it was \$25/yd. That is the thing that we are facing, not just here but every industry. He put a traffic light in on the West side of Nashville and it took one year, fortunately Stansell had an extra box, so we got the equipment and poles done in 6 months, and borrowed the light for 6 months to get it up and running. He challenged the MNAA team on how we budget stuff and in advance on actually bidding, talk with contractors about their workload. Commissioner Sullivan asked if Garver did the budget. Mr. Robert Ramsey, EVP, Chief Development Officer, stated the budgets are set

when we do the CIP when it is approved in the April/May time frame. The estimate would take more review at that 90% mark in the design process if there is a budget change, or if there is something that looks off on the estimate, we will flag. This scope did not have any extra items in the scope so it is fixed as a minimum scope. We generally try to keep a base bid that is 80% of the project budget to try to maintain projects within budget. In this particular case there were no alternatives; this is the bare minimum scope to meet that critical need for the spring increase in aircraft size. President Kreulen stated we will take it as an action item to research the last 12 months of how many single bidders we have had and do an analysis of the estimations to see if we can do a better job going forward.

Commissioner Sullivan stated that their company has contractors and projects that cannot be finished because there are not enough people. They have a contract and cannot get it done and it has to be rebid. President Kreulen stated the Memphis CEO was saying the reconstruction of the Federal Express facility is eating all the concrete and business up as well as the new data center. For MNAA, it is the Titans' stadium and East Bank, which will get going soon, and all the concrete and steel for all the high-rises while we are trying to get someone to come out here. Commissioner Farner stated it seems to him that we have consistent enough work to attract more competition. They know that on the last 2 bids there have been no other bids and they left 20% on the table and as long as they can keep that trend up and find out where that line is, and it will be up to us to find out where that line is. When we are not in a hurry, where we are willing to gauge the other competitors, where we are able to find space to put their plants. Something that brings in more competition. Commissioner Byrd agreed wholeheartedly and stated it looks like a pattern here, and asked where the competitors for Hi-Way Paving, Inc. come from. Because people want to see a competitive process. Commissioner Farner asked who heads up our bidding process. President Kreulen replied our Engineering team because of the majority of the outreach and our Procurement team runs the documents that are out there.

President Kreulen stated every year in March MNAA hosts a Business Taking Off where we bring all the contractors in and present all the projects that the Board has approved or is about to approve in the next year. The Engineering team does extensive outreach for every project to try to get them back at the table. As Mr. Vedi presented, 7 prime contractors downloaded it and they looked at the scope and schedule and decided against it. Commissioner Farner stated that as much concrete as we are doing out here, we should be able to reach out and encourage folks to

come in that do this type of work. Mr. Vedi replied the airport and the airfield pavement it is a specialized concrete and we are reaching out, but one of the contractors had a conflict with other projects and would not be able to perform per the specifications. We have reached out to other airports to try to establish which contractors to reach out to and look at other ways to generate interest. Commissioner Byrd stated you see the issue Doug, and said we need to be thinking about it and addressing it, we cannot have Hi-Way Paving, Inc. is out here and getting all the work and we are paying a lot of money for this stuff. It is an issue.

Vice Chair Joslin asked what is going to happen when rehab work needs to be done on this taxiway and should we be looking at 2R/20L center and have a backup plan for that. President Kreulen replied yes, we do not have a good Group 6 taxiway to get them here. This is Phase 1, a way to get those aircraft to us initially. And eventually, this runway will close to be lengthened, so we know we have another problem but this will give us initial capability. Vice Chair Joslin stated the Center is too short to get Group 6 in and out of here. President Kreulen replied correct and then we have the issue that the two bridges are not big enough to hold a Group 6 over Donelson.

Mr. Vedi requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to 1) increase the project budget by \$3,081,682, thus amending the FY25 CIP by the same amount, and 2) execute the contract with Hi-Way Paving, Inc. in the amount of not-to-exceed \$15,115,907.

Chair Granbery asked for a motion to approve as presented. Vice Chair Joslin made a motion and Commissioner Sullivan seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan - Yes

The motion passed with a vote of 3 to 0.

2. Construction Contract for T/W Alpha South Crack Repair/Seal Coat

Mr. Vedi stated this Construction Contract consists of asphalt rehabilitation of T/W Alpha South (south of T/W Kilo). The rehabilitation scope includes crack repair, asphalt slurry seal coat over the entire taxiway, and 2.5-inch mill and overlay of T/W A2. The project also includes new markings. Utilizing our On-Call Airfield Pavement Repair Contract that was approved by the Board on November 20, 2024, Hi-Way Paving, Inc. submitted a proposal scheduling the On-Call not to exceed \$1,100,000 NTE. The contract work will start October 2025 and end November 2025. The project is funded with the Airline Facility Funds.

Mr. Vedi recommended the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to approve the proposed Construction Contract with Hi-Way Paving, Inc. in an amount of not-to-exceed \$1,100,000.

Chair Granbery asked for a motion to approve as presented. Vice Chair Joslin made a motion and Commissioner Sullivan seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan - Yes

The motion passed with a vote of 3 to 0.

3. Design Contract for Airport Operations Area (AOA) Fence Replacement

Mr. Vedi stated this Design Contract is for the AOA fence which provides a physical barrier, deterring intruders, and ensuring the safety and security of airport operations. This project will design airfield perimeter fencing standard drawings and Issue for Bid construction plans and specifications for Priority 1 and 2. This is the 1st step in executing the Airfield Security & Wildlife Fencing project. Utilizing our Engineering On-Call Contract with Garver which was approved by the Board on August 16, 2023, we bring forth the remaining design task order in the amount of \$419,740. This contract will start in September 2025 and finish in January 2026. The project was funded with Bonds/Airlines.

Chair Granbery asked what the estimated cost is for executing the fencing once the design is complete. Mr. Vedi replied that we are working on those processes, the original \$21M CIP, we started the initial design work survey, and then move on estimate of costs. President Kreulen added that the \$20M has already been approved by the airlines and this part is the design. And instead of a 6 foot fence with barb wire, it will be a taller fence, 8 foot with the concertina wire to reduce the risk of people climbing over the fence. We are not sure until the design is done on how much of the \$20M we will get done. There will be another contract for the actual installation. Out of transparency, the task order for Garver to design this was approved last year and we have \$5M options every year for them to do things and this is inside of the \$5M and was over \$500K of that. Commissioner Farner asked if priority means how we will get it done, or the type of fence. Mr. Vedi replied it is how we get it done. Part of the design now, we are revising our standards, and work with our operations team and see what areas they want to tackle first. It is a lot of fence and we will decide the best use of our resources to get it done.

Mr. Vedi requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to approve the proposed Design Contract with Garver in the amount of \$419,740, for a cumulative project task order cost of \$530,750.

Chair Granbery asked for a motion to approve as presented. Vice Chair Joslin made a motion and Commissioner Sullivan seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan - Yes

The motion passed with a vote of 3 to 0.

VI. INFORMATION ITEMS

1. BNA Development Update

President Kreulen stated the Central Ramp is for our future deicing and aircraft RON and presented a picture of the box culvert installation. There is an average of 10 install per day and we are at 91 of the 389 that need to be installed. We have to bring in 1.1M cubic yards of soil and

we have almost got 75K of it with 5,825 dump trucks have placed it. Chair Granbery asked if we are having trouble getting material. President Kreulen replied no, we are 60% able to pull from our stockpile. President Kreulen presented two photographs of the SFA and HCA hangars that are being built. President Kreulen stated Concourse A will be demolished in November 2025.

2. JWN Development Update

President Kreulen stated at JWN, Parcel 1, DN LLC is near completion. Jet Access is about to come out of the ground and JetRight is still waiting on the 7460. President Kreulen presented renderings of the DN, LLC, Jet Access and MNPD hangars. President Kreulen stated MNPD has their exterior office framing and hangar steel erection complete. The Contour hangars 1 & 2 received final Use & Occupancy and hangar 3 is substantially complete and awaiting final Use & Occupancy. The Atlantic FBO has 60% design documents received September 5, 2025 and the page turn is scheduled for September 16, 2025. President Kreulen presented several Atlantic Aviation renderings. Commissioner Farner asked which one of the projects had the Civil issue with the fill dirt. President Kreulen replied Metro used Barron Construction and was behind because they used bad fill and had to correct it. It has all been corrected.

President Kreulen concluded the presentation of the informational items.

VII. ADJOURN

There being no further business brought before the Operations Committee, Chair Granbery adjourned the meeting at 9:29 a.m.

Andrew W. Byrd, Board Secretary

STAFF ANALYSIS

Operations Committee

Date: October 8, 2025

Facility: Nashville International Airport (BNA)

Subject: Construction Manager at Risk (CMAR) CGMP 3 of 4 for Concourse A Reconstruction
Project No. 2406

I. Recommendation

Staff requests the Operations Committee recommend to the Board of Commissioners that it:

- 1) authorize the Chair and President and CEO to execute the Component Guaranteed Maximum Price #3 (CGMP3) for \$385,000,000 not-to-exceed for enabling activities related to the Concourse A Reconstruction for the Progressive Design-Build contract at Nashville International Airport (BNA).

II. Analysis

A. Background

The BNA New Horizon Program provides terminal expansion, landside improvements and systems improvements for Nashville International Airport. The major program elements addressed include terminal gate expansion with an extension of Concourse D and a rebuild and expansion of Concourse A, and a major overhaul to the baggage handling system to increase both performance and capacity.

The Concourse A Reconstruction project will include the demolition and rebuilding of a new, 16-gate Concourse A and related infrastructure, a landside extension of the North Ticketing and North Baggage Claim; with an airside apron expansion for dual Aircraft Design Group (ADG) III taxilanes, fixed and new passenger boarding bridges. This project will also include selective demolition and upgrades necessary in the existing Concourses C and B to allow for the enabling relocation of the tenants and airlines. The expansion of the North Terminal Wing includes an expansion of baggage claim and ticketing. Furthermore, the project scope includes an extension of the existing utility tunnel, a new CUP and cooling tower facility, landside surface parking and an airside triturator. Interior finishes in the new Concourse A will be built similar to those in the newest BNA Vision Program projects with modifications.

The Contract Manager at Risk (CMAR) contract establishes a Guaranteed Maximum Price (GMP) at a date in the future based on 100% design drawings. For schedule purposes, and to fast-track the project, "component" GMP's, (CGMP's), are utilized to provide for early start of critical path items. It is expected the project will require up to 4 CGMP's prior to reaching the final GMP. These CGMP's are composed as follows: CGMP1 – Pre-Construction Services and CM Construction Phase Staffing; CGMP2 – general requirements, enabling construction/relocations, building renovations, site utilities, demolition, building foundations, turnkey concrete, jet fueling, structural steel and passenger

boarding bridges; CGMP3 – civil, structure, core and shell, furnishings/finishes, MEP, interior buildout, baggage handling, IT and vertical transportation; CGMP4 – central core expansion.

On September 18, 2024, the Board approved the selection of Hensel Phelps Construction Company (Hensel Phelps) as the Construction Manager at Risk and CGMP #1 for Pre-Construction/CM Services for the Concourse A Reconstruction Project. On March 19, 2025 the Board approved CGMP 2 for enabling construction/relocations, building renovations, site utilities, demolition, building foundations, turnkey concrete, jet fueling, structural steel and passenger boarding bridges. Currently, the airport staff is asking the Board to approve CGMP #3 for fit and finish of the building in the amount not-to-exceed \$385,000,000. The Component Guaranteed Maximum Price (“CGMP”) #3 is to authorize funding to begin subcontracting work to support remaining contract work, staffing and construction activities. Work associated with CGMP 3 includes: finish trades including drywall, painting and flooring; mechanical, fire protection, low voltage, electrical, site civil, apron paving, baggage handling and furnishings. The CGMP #3 scope also includes General Requirements and General Conditions. The Board is requested to authorize Hensel Phelps, via an amendment to their contract, to begin entering into subcontract agreements to deliver the project. In doing so, Hensel Phelps will negotiate final scopes of work and final bid prices for each individual package of work and bring that information to the Metropolitan Nashville Airport Authority (MNA) staff for review and approval. The MNA maintains final approval on all subcontracts for this project.

B. Impact/Findings

Anticipated Contract Start Date:	October 2024
Duration of Contract:	1371 Calendar Days
Contract Completion Date:	July 2028
Component Guaranteed Maximum Price 1	\$ 32,861,879
Component Guaranteed Maximum Price 2	\$109,886,525
Component Guaranteed Maximum Price 3	\$385,000,000 NTE
Component Guaranteed Maximum Price 4	<u>\$TBD</u>
Est. Component Guaranteed Maximum Price	\$600,000,000 NTE
Funding Source:	100% MNA (Bonds)

B. Strategic Priorities

- Plan for the Future

C. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in the inability to complete New Horizon or meet passenger growth projections.

STAFF ANALYSIS

Operations Committee

Date: October 8, 2025

Facility: Nashville International Airport (BNA)

Subject: Design Contracts for T/W T4 Reconstruction & T/W T5/Lima Rehabilitation & T/W T5/Lima Reconstruction
Project No. 2601 and 2606

I. Recommendation

Staff requests the Operations Committee recommend to the Board of Commissioners that it:

- 1) accept the statement of qualification by Kimley-Horn to provide engineering consulting services for the design of the T/W T4 Reconstruction and T5/Lima Rehabilitation and T/W T5/Lima Reconstruction project at Nashville International Airport (BNA); and
- 2) authorize the Chair and President and CEO to execute the professional services contract.

II. Analysis

Background

In the past ten years, the Nashville International Airport has continued to grow in both number of operations and larger size aircraft utilizing the airport. These heavier and more frequent aircraft using the airfield taxiway system has led to significant damage and degradation of our pavement, including concrete sections. It has also been discovered that the existing concrete taxiways were designed and constructed at a lower thickness than the airfield pavement design modeling recommends, further contributing to the deteriorating condition. This is supported by the Pavement Condition Index (PCI) values of T/W T4 (concrete pavement, PCI values between 55 and 68), T/W T5 (concrete pavement, PCI values between 47 and 79), and T/W Lima between T/W T4 and T/W T6 (asphalt pavement, PCI value of 55). For reference, full reconstruction is typically recommended when pavement falls below a PCI value of 70. Furthermore, the closure and reconstruction of T/W T4 will redirect all aircraft moving between R/W 2C/20C and the south terminal apron to T/W T5, which is why these projects include the rehabilitation and eventual reconstruction of T/W T5.

The design of the T/W T4 Reconstruction and T/W T5/Lima Rehabilitation consists of vertical grade modifications and full-depth, full-strength concrete pavement reconstruction of T/W T4 between the south terminal apron and R/W 2C/20C. Also included is concrete and asphalt rehabilitation of T/W T5 and T/W Lima, including surface repair, joint repair/replacement, and full-depth slab replacement, where needed. This will enable these surfaces to continue to serve as the primary route between the south terminal apron and R/W 2C/20C during the reconstruction of T/W T4.

The T/W T4 reconstruction will be designed for Airplane Design Group V (ADG V) aircraft loads and

ADG V/TDG 6 geometry. All lighting and signage infrastructure will be replaced with LEDs as needed. The selected consultant will provide topographical survey, geotechnical investigation, preliminary and final design, bid phase services, and construction administrative services.

T/W T5 and Lima will be reconstructed using full-depth, full-strength concrete pavement and designed for Airplane Design Group V (ADG V) aircraft loads and ADG V/TDG 6 geometry. All lighting and signage infrastructure will be replaced with LEDs as needed. The selected consultant will provide topographical survey, geotechnical investigation, preliminary and final design, bid phase services, and construction administrative services.

The design of the T/W T4 reconstruction and T/W T5/Lima rehabilitation and T/W T5/Lima reconstruction projects is funded through two FY26 CIP projects; the design for the full scope of both projects must be completed simultaneously. This will ensure that the project phasing will allow for the least amount of operational impact on the airfield. To that end, the design consultant for this project was selected from the same Request for Qualifications (RFQ) process as the T/W T4 reconstruction design. Therefore, the below narrative, dates, and scores apply to both BNA 2601 and BNA 2606.

On June 23, 2025, the MNAA published a Request for Qualifications (RFQ).

On July 24, 2025, six (6) Statements of Qualifications (SOQs) were received: Allen & Hoshall, Atkins-Realis, HDR Engineering, Kimley-Horn, L.I. Smith and Associates, and Michael Baker International.

The selection committee evaluated the SOQs based on the criteria below:

- 1) Capability to perform all or most aspects of the project and recent experience in airport projects comparable to the proposed task.
- 2) Key personnel's professional qualifications and experience and availability for the proposed project; their reputation and professional integrity and competence; and their knowledge of FAA regulations, policies, and procedures.
- 3) Qualifications and experience of subconsultants regularly engaged by the consultant under consideration.
- 4) Understanding of the project's potential challenges and the sponsor's special concerns.

The selection committee determined the following firms to be best qualified: Atkins-Realis, Kimley-Horn, and Michael Baker International.

On August 20, 2025, the selection committee conducted interviews of these top candidates and their scores are listed below:

Firm	Score
Atkins-Realis	158
Kimley-Horn	172
Michael Baker International	120

The selection committee determined Kimley-Horn to be the most qualified firm for the T/W T5/Lima Rehabilitation and T/W T4 Reconstruction project based upon their responses to the following questions:

- Please provide more details on phasing strategies during taxiway closures.
- Please provide details of current experience with Modification of Standards, with examples.
- In the case of Design issues, how does your firm handle rectifying design errors during construction?
- Please provide details on how your firm can provide 24/7 services during Design and Construction.

All firms were well qualified, but the team from Kimley-Horn demonstrated the best understanding of the needs of this project as well as experience with projects of similar scope.

A. Impact/Findings

MNAA DBE Goal:	No goal
Anticipated Start Date:	October 2025
Duration of T4 Reconstruction and T5 Lima Rehabilitation:	420 Calendar Days
T/W T4 Reconstruction & T/W T5 Lima Rehab Completion Date:	October 2026
T/W T4 Reconstruction & T/W T5 Lima Rehabilitation Cost:	\$1,694,228 NTE
Funding Source:	63% MNAA (Bond/Airlines) 37% Federal
Duration T/W T5/Lima Reconstruction	690 Calendar Days
T/W T5/Lima Reconstruction Completion Date:	August 2027
T/W T5/Lima Reconstruction Cost:	\$1,203,147 NTE
Funding Source:	100% MNAA (Airline Facility Fund)

B. Strategic Priorities

- Invest in BNA
- Plan for the future

C. Options/Alternatives

Do Nothing: The “Do Nothing” option will result in continued deterioration of the taxiway pavement at Taxiway T4, Taxiway T5 and Taxiway Lima, leading to the eventual need to close parts of all of these taxiways. This closure would create a major disruption in airfield operations, specifically movement between the south terminal apron and R/W 2C/20C.

STAFF ANALYSIS

Operations Committee

Date: October 8, 2025

Facility: Nashville International Airport (BNA)

Subject: Construction Contract for Murfreesboro Tunnel & Romeo/Juliet Bridge Repairs
Project No. 2616

I. Recommendation

Staff requests the Operations Committee recommend to the Board of Commissioners that it:

- 1) accept the bid by Blakley Construction Services, LLC (Blakley) for Murfreesboro Tunnel and T/W Romeo/Juliet Bridge Repairs at BNA and;
- 2) authorize the Chair and President and CEO to execute the proposed contract for \$904,248 NTE.

II. Analysis

Background

Every two (2) years, MNAA Engineering conducts bridge/tunnel inspections on the tunnels beneath our airfield. Specifically, Murfreesboro Road runs beneath R/W 2C/20C and T/W Sierra and Donelson Pike runs beneath T/W Romeo and T/W Juliet. These reports were completed in 2023 and 2025. Although the reports did not identify any immediate structural issues, there were several suggested maintenance items and repairs that were recommended. Based on this report, a set of plans and specifications was generated and put out to bid.

This project shall consist of two elements: landside and airside repairs of both tunnels along the roadways and of the bridge decks on the airfield. Specifically, the suggested repairs included expansion joint repairs, concrete spall repairs, and crack repairs.

An Invitation to Bid (ITB) for the project was advertised on August 11, 2025 and included two (2) Bid Schedules: Bid Schedule 1 - Landside Repairs and Bid Schedule 2 - Airside Repairs.

On September 16, 2025, one (1) bid was received. Below is a tabulation of that bid:

Contractor	Bid Schedule	Bid Amount
Blakley Construction Services, LLC	1	\$638,044.50
	2	\$266,203.50
	Total	\$904,248.00

Blakley Construction Services, LLC Bid Schedule 1 is 20.8% higher than the Engineer of Record's (James+Associates) opinion of probable construction cost of \$505,612 for Bid Schedule 1. Blakley Construction Services, LLC Bid Schedule 2 is 35.1% higher than the Engineer of Record's (James+Associates) opinion of probable construction cost of \$172,746.50 for Bid Schedule 2. The primary variances between the bid and estimate were the following items:

The most likely reasoning for these higher than expected bid prices is the complicated nature of the project (working on Murfreesboro Road, Donelson Pike, and the airfield). It should be noted that a similar project was bid in 2023 that only received a single bid, which was ultimately rejected for exceeding project budget. Future re-bidding efforts are unlikely to produce more favorable bids. The primary variance between the bid and estimate were the traffic controls, project general conditions and mobilization.

Based on the project funds available, it is recommended that both Bid Schedule 1 and Bid Schedule 2 be awarded to Blakley Construction Services, LLC. The current bid is within the project budget.

A total of six (6) prime contractors downloaded plans, including Blakley Construction Services, LLC, Buckeye Construction & Restoration, Ltd, HDS White Cap Construction, SDM Construction, Taylor Contracting, LLC, and Two Oaks Construction, LLC.

The Metropolitan Nashville Airport Authority (MNA) have evaluated the bids and determined the bid from Blakley Construction Services, LLC to be responsive and responsible, albeit high.

Impact/Findings

Anticipated Contract Start Date:	November 2025
Duration of Contract:	160 Calendar Days
Contract Completion Date:	March 2026
Contract Cost:	\$904,248.00 NTE
Funding Source:	100% MNA (Airline Facility Fund)

A. Strategic Priorities

- Invest in BNA
- Plan for the future

B. Options/Alternatives

Do Nothing: The "Do Nothing" option will result in continued deterioration of the condition of the bridge and tunnels. Although no immediately concerning structural issues were observed, failing to maintain these structures could lead to a more costly structural project in the future.