Flint Hills Metropolitan Planning Organization
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REQUEST FOR PROPOSALS:
COST-BENEFIT ANALYSIS –
BIG BLUE RIVER 2nd CONNECTION

All responses are due July 18, 2025, by 5:00 pm CST.

BACKGROUND & PURPOSE

This project is proceeding through a Memorandum of Understanding between the Flint Hills Metropolitan Planning Organization (MPO), the City of Manhattan, KS, Riley County, KS, and Pottawatomie County, KS. The MPO will serve as the point of contact for the project.

The idea of a second roadway crossing (2nd Connection) of the Big Blue River between Manhattan and Blue Township in Pottawatomie County has long been discussed. The purpose of this Cost-Benefit Analysis project is to study and analyze a series of proposed 2nd Connection routes, with the final documents used to inform and guide future conversations and plans and help move the MPO region towards a long-term 2nd Connection solution.

ROUTES OF STUDY

Planning and discussions have resulted in the creation of the five "Routes" listed below. Each route must be addressed with all required "Deliverables" (below). Overview maps for each of the routes listed can be found in Attachment 1. The Routes are:

- (A) Junietta - Marlatt Ave Bridge
- (B) Junietta - Barnes Rd Bridge
    - (B1) Existing Blue River Rd alignment
    - (B2) Altered existing Blue River Rd alignment
    - (B3) State Lake Rd alignment
- (C) Blue River Rd Improvements
    - (C1) Existing alignment
    - (C2) Altered existing alignment
    - (C3) State Lake Rd alignment
- (D) K-13 Connecting Road
- (E) Excel - K-18 Bridge

ANALYSIS CRITERA

The following criteria should be analyzed and documented for each Route. Additional criteria as deemed necessary can be included.

Feasibility:

- Right-of-Way & Private Property: Study the impact of each Route option on the issues and costs associated with ROW and private property.
- Topographic: Study as needed potential topographic issues upgrading existing or constructing new roadways, etc.
- Hydrological: Study of the hydrological requirements for Routes crossing and adjacent to rivers, including analysis of floodways and flood zones, and the potential impact road, bridge, and berm designs would have on backwater flooding, etc.
- Permitting Review: Including DWR and USACE permitting for each Route.
- Other: Per consultant recommendations, other feasibility criteria can be proposed.

Cost Estimates: Based upon the Feasibility analysis findings and the associated infrastructure needed to create a viable connection, each Route should have a Planning Level/Preliminary cost estimate. The factors below should be used in developing cost estimates.

- Roadway Lanes: Based upon the Travel Demand Model (TDM) work of the MPO (see "Data Provided by MPO" for details) the following number of lanes should be designed for each Route:
    - 2-Lanes: Routes (B) (C) (D) & (E)
    - 2-Lanes & 4-Lanes (Both options): Route (A)
- Shoulders: Based on safety requirements and projected ADT (see "Data Provided by MPO"), the Consultant should use their expertise to determine if partial or full shoulders should be incorporated into any bridge or roadway segments.
- Bike-Ped Option: Routes (A) and (B) should include the costs of a 10-foot multi-use path. This multi-use path could be on the roadway bridge, or separate. Routes (A) and (B) should have cost estimates for whichever multi-use path option (on-roadway or separate) is the least expensive and most feasible.

DELIVERABLES

The MPO anticipates Deliverables will include the data and documents outlined below. However, applicants are encouraged to include other potential criteria and items deemed useful to meet the project purpose as defined above.

Cost-Benefit Matix: This summary document will incorporate all "Analysis Criteria" and TDM data, into a simple, easy-to-read format comparing all five Routes. This document will serve as the basis for public outreach as well as for future plans and discussions.

Detailed Report: This report, containing all the analysis for each Route, will be a detailed complement to the Cost-Benefit Matrix. It should be concise, functioning and reading like an Appendix. The following items should be provided for each Route:

- Maps:
  - Overview Map: Showing the full route, with symbology and callouts identifying various infrastructure (road, bridge, etc.), issues (property, ROW, etc.), etc.
  - Feasibility Map: Showing the issues and hazards identified in the Feasibility analysis study (i.e.. Hydrology, topography, etc.)
- Route Descriptions: Written explanation of each Route and the associated infrastructure (2 or 4 lanes, 10-foot bike path attached or separate), feasibility issues, intersection improvements needed, etc. This is a detailed account of the information shown on the Maps.
- Cost Estimate Details: Budget sheet with breakout costs for each key item (ROW, bridge, roadway, bike-ped, etc.) for each Route.

Travel Demand Modeling (TDM): Modeling of Routes will **not** be part of this study, as the MPO has run these scenarios from the recently completed TDM. Rather, MPO's TDM data will be provided and incorporated into the analysis and Cost-Benefit Matrix and Detailed Report (see "Data Provided by MPO" section for details).

SCHEDULE

The MPO anticipates the project to begin in late summer of 2025 and to be completed by late 2025 or early 2026. Tasks, costs, timeline, and milestones for the development of the Plan and individual tasks should be submitted with the proposal.

Tentative Procurement Schedule:

Proposal Deadline: July 18, 2025

Shortlisting: Week of July 21, 2025

Consultant Interviews (if needed): Week of July 28, 2025

Consultant Contract Approval: Early August 2025

Project Start Date: Early September 2025

DATA PROVIDED BY MPO

The following datasets will be provided by the MPO to aid directly in the study and analysis of the route options. The Consultants can request additional data as needed, which the MPO will supply if available.

- PDFs
  - Route Maps (see Attachment 1)
- GIS Shapefiles
  - Route line features
  - Flood Zones & Floodway (if requested by Consultant)
  - Elevation Contour Lines (2ft Contours)

Travel Demand Modeling (TDM): In addition to the data above, the MPO has recently completed our 2025 Travel Demand Model (TDM). The base model year is 2022, with traffic model runs showing excellent validation to real-world flows. The TDM also includes a future condition year of 2050, with population and employment growth applied to TAZs (data available upon request) per regional comprehensive plans and local staff input. The MPO has modeled and run scenarios for all five of the Routes (A-E) in this Cost-Benefit Analysis, for both the base year of 2022, and future year of 2050. This data will be a crucial component of this Cost-Benefit Analysis study, and the Consultant must use the MPO TDM data as a key item in the Cost-Benefit Matrix (see Deliverables). The TDM data includes ADT. LOS, and Travel Times for both US-24 and each Route at peak hours throughout the day. A complete list of all TDM data available can be found in Attachment 2).

PROPOSAL SUBMITTAL REQUIREMENTS

All proposals must include the following information:

- A detailed list of tasks and subtasks to be completed, including a description of how they will be completed;
- Documentation of project understanding;
- A timeline for completion of the requested services;
- A list of projects with similar size, scope, type, and complexity that the proposed project team has successfully completed in the past;
- Resumes (one-page each) for the proposed principal who will be responsible for the work, the proposed project manager, and lead project team members;
- A list of any sub-consultants, the tasks they will be assigned, the percent of work to be performed by each, a cost estimate for the work, and the staff that will be assigned;
- A list of client references for similar projects that the project team has worked with in the past;
- A cost structure for services, including:
    - actual cost, including a breakdown by specific task and subtask;
    - number of estimated hours, itemized to include category (project manager, planner, etc.), rate per hour, and total costs;
    - supplies and materials;
    - travel;
    - overhead; and
    - sub-consultant(s), if necessary. (Please note that the same detailed information for cost and price information must be shown for sub-consultants.)

All responses are due July 18, 2025, at 5:00 pm CST. Proposals shall be submitted electronically in PDF format via email sent to Tremblay@FlintHillsMPO.org, or placed on a USB drive and delivered to:

Flint Hills MPO
c/o Jared Tremblay, Planning Manager
2805 Claflin Rd. Ste. 100
Manhattan, KS 66502

Questions

Questions regarding the RFP should be submitted in writing or by electronic mail. Questions and answers will be included as amendments to the RFP if deemed relevant and/or important. Questions should be addressed to Jared Tremblay at Tremblay@FlintHillsMPO.org.

Disadvantaged Business Enterprise (DBE) Firms

The Flint Hills Metropolitan Planning Organization, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 US.C. § § 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

PROPOSAL EVALUATION & SELECTION PROCESS

Consultant proposals will be evaluated by a Selection Committee. The MPO reserves the right to receive formal presentations and interview only those consultants whose proposals best match the project scope and requested content. The MPO Selection Committee may reject any and all proposals. Each consultant chosen to give a presentation will be required to be available for the interview. Consultants should be prepared to make a presentation on one week's notice.

Evaluation Criteria

The proposal submitted by each consultant or consultant team will be evaluated using a score sheet during the shortlisting and interview phases. The following criteria will be used (total of 40 points possible):

- Experience of project team with similar projects and scopes (max 10 pts.)
- Proposal addresses all tasks and deliverables (max 10 pts)
- Expertise of project team (max 10 pts)
- Project timeline and practicality (max 10 pts)

Disclaimer

The MPO reserves the right to reject all proposals. Receipt of the RFP by a consultant or submission of a proposal by a consultant confers no rights upon the consultant nor obligates the MPO in any manner. The MPO reserves the right to make an award based on the greatest benefit to the MPO and not necessarily the lowest cost. If the MPO and the first-choice consultant fail to reach a contract, the MPO may elect to negotiate a contract with the Selection Committee's second choice consultant. The MPO will not be liable for any costs incurred by consultants in the preparation and delivery of their responses to the RFP, nor for any subsequent discussions and/or product demonstrations. The MPO will not be liable for any costs incurred by consultants while becoming familiar with the particulars stated in this RFP. All proposals, including supporting documentation, shall become the property of the MPO.

Contract

The services will be procured through a contract between the MPO and the selected consultant, if and when the desired services become necessary. The estimated date for entering into the contract is August of 2025. The contract is to span from the Summer of 2025 through early 2026 and have maximum expenditures for the project. These details will be worked out during the contract negotiation. During the contract negotiation process, the consultant may be required to provide the following:

1) Detailed break out of its payroll charges and general overhead rate items; and
2) Documentation that the proposed rates have been approved by a federal government agency or a cognizant state agency for use in a federally funded project.

Prompt Payment Clause (to be included in contract)

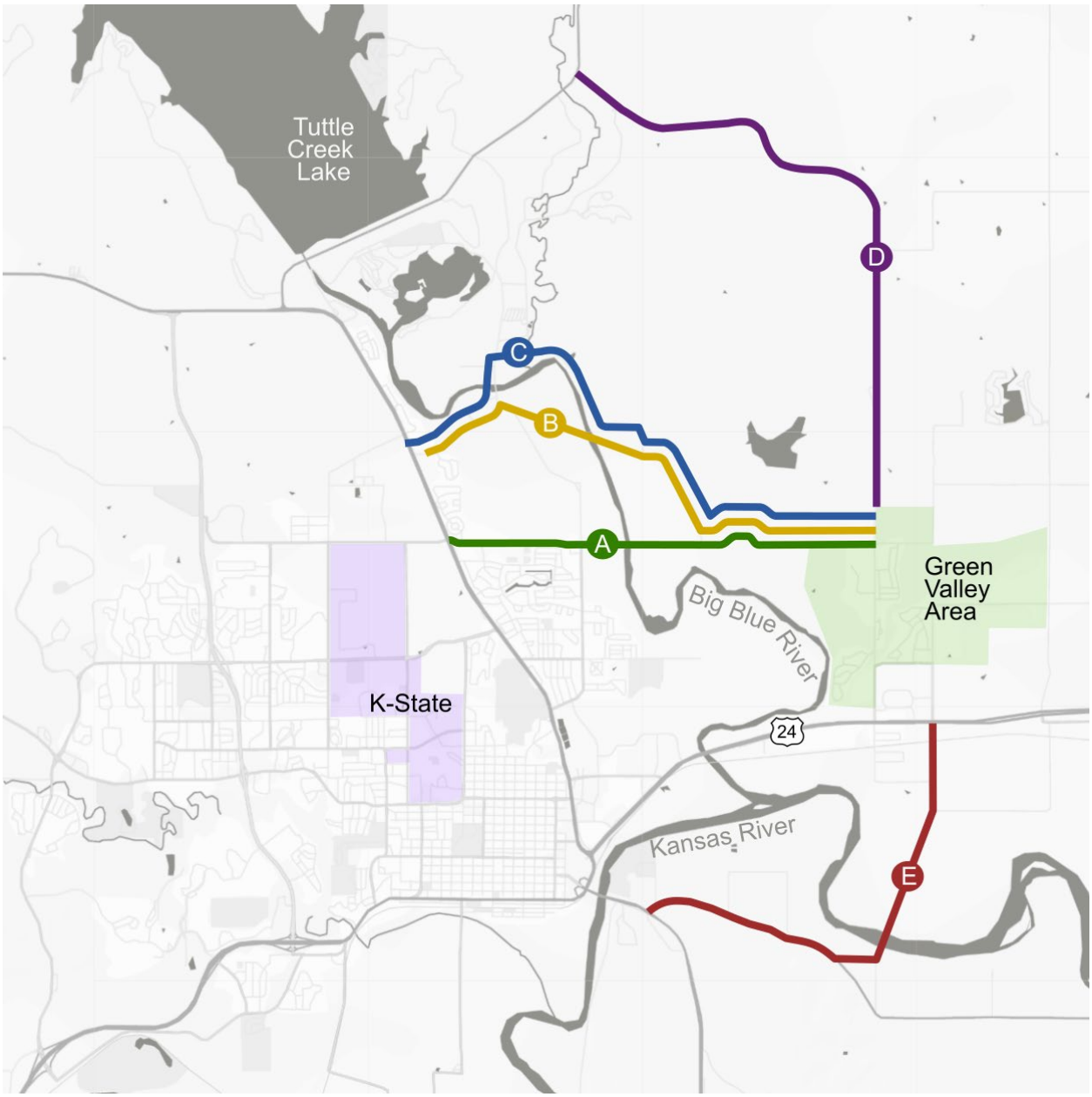
To be included in contract between Local Project Sponsor and Prime Consultant: Upon receipt of each payment, [Insert name of Prime Consultant] shall (1) within ten (10) calendar days pay any sub-consultant or subcontractor engaged by it for satisfactory performance of their contract obligations and (2) within fifteen (15) calendar days submit a completed "Prompt Payment by Prime Consultant" Form together with supporting documentation to [insert name of local project sponsor] as verification that [Prime Consultant] has, in fact, promptly paid each sub-consultant or subcontractor. For any delay or postponement of payments to its sub-consultants or subcontractors hereunder, [Prime Consultant] shall justify the delay or postponement by showing good cause for it, or rectify the failure to pay. If [Prime Consultant], within fifteen (15) day period specified in (2) above, either (a) cannot verify prompt payment or (b) cannot show good cause for any delay or postponement of payment, then [local project sponsor] may withhold further payment to [Prime Consultant] until such time the delay in payment is rectified.

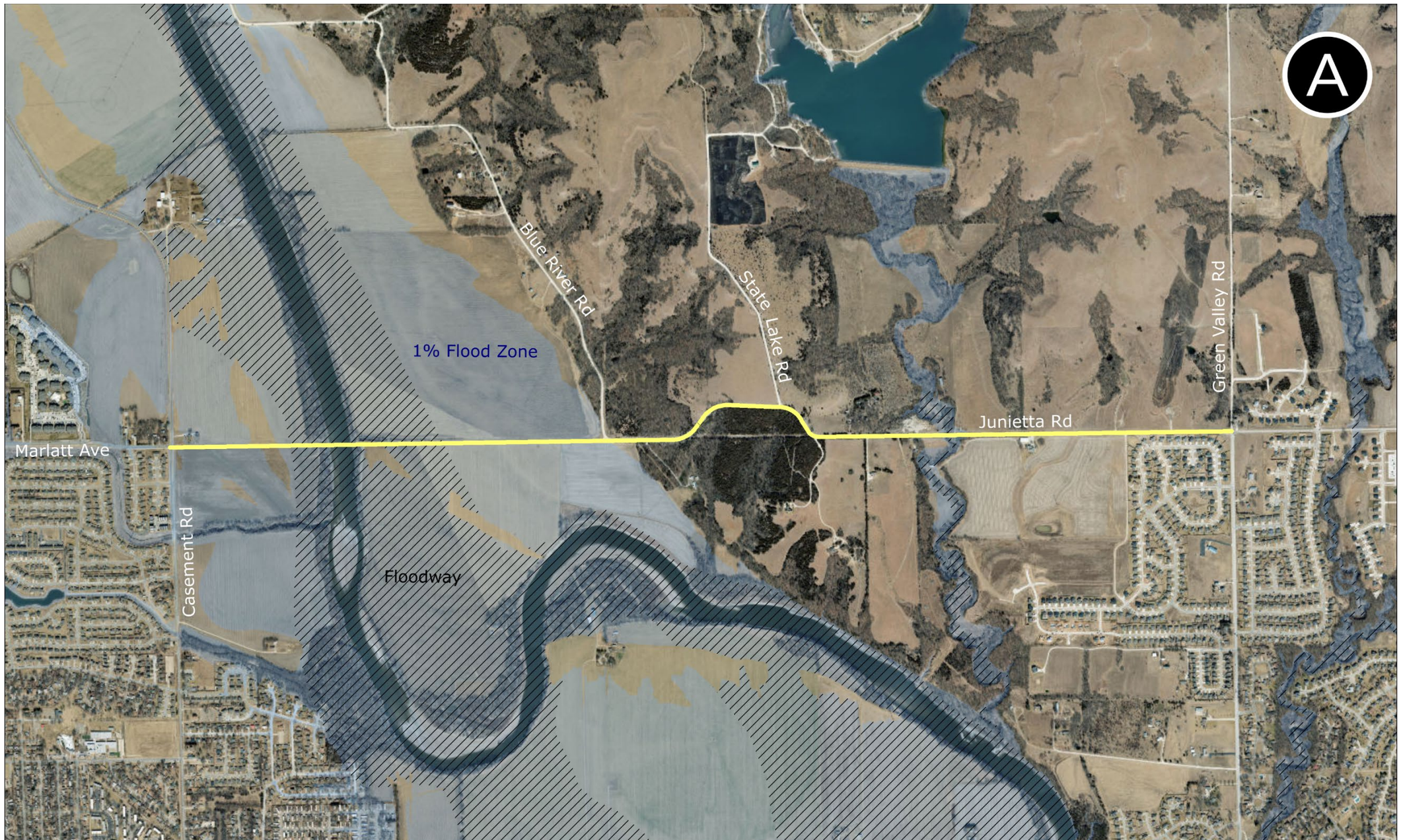
To be included in contracts between Prime Consultant and Sub-consultants (if any): Within ten (10) calendar days of [Prime Consultant's] receipt of payment from [local project sponsor] for satisfactory performance of its contract obligations, [Prime Consultant] shall pay [insert name of sub-consultant or subcontractor] for satisfactory performance of its subcontract obligations.

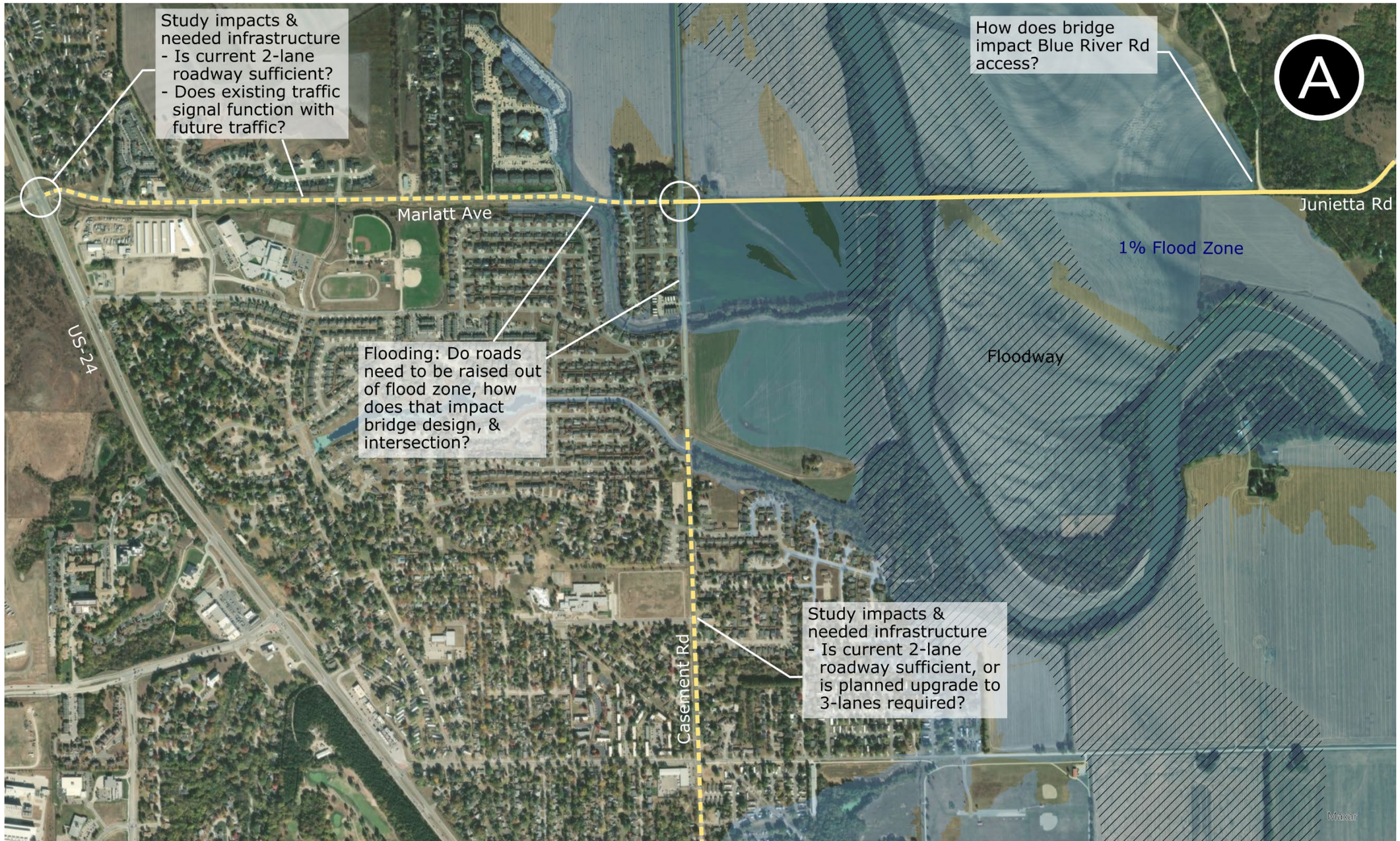
Payments

The selected consultant will submit invoices for work completed to the MPO on a monthly basis (unless the total expenses are less than $5,000, then the consultant may combine monthly billings). Upon MPO review and approval of the invoice, the MPO's bookkeeper shall make payments to the consultant, after required services have been completed to the satisfaction of the MPO. Invoices shall include a summary of the work completed, a list of upcoming deliverables, number of hours per task, and other required documentation to be further described in the contract.

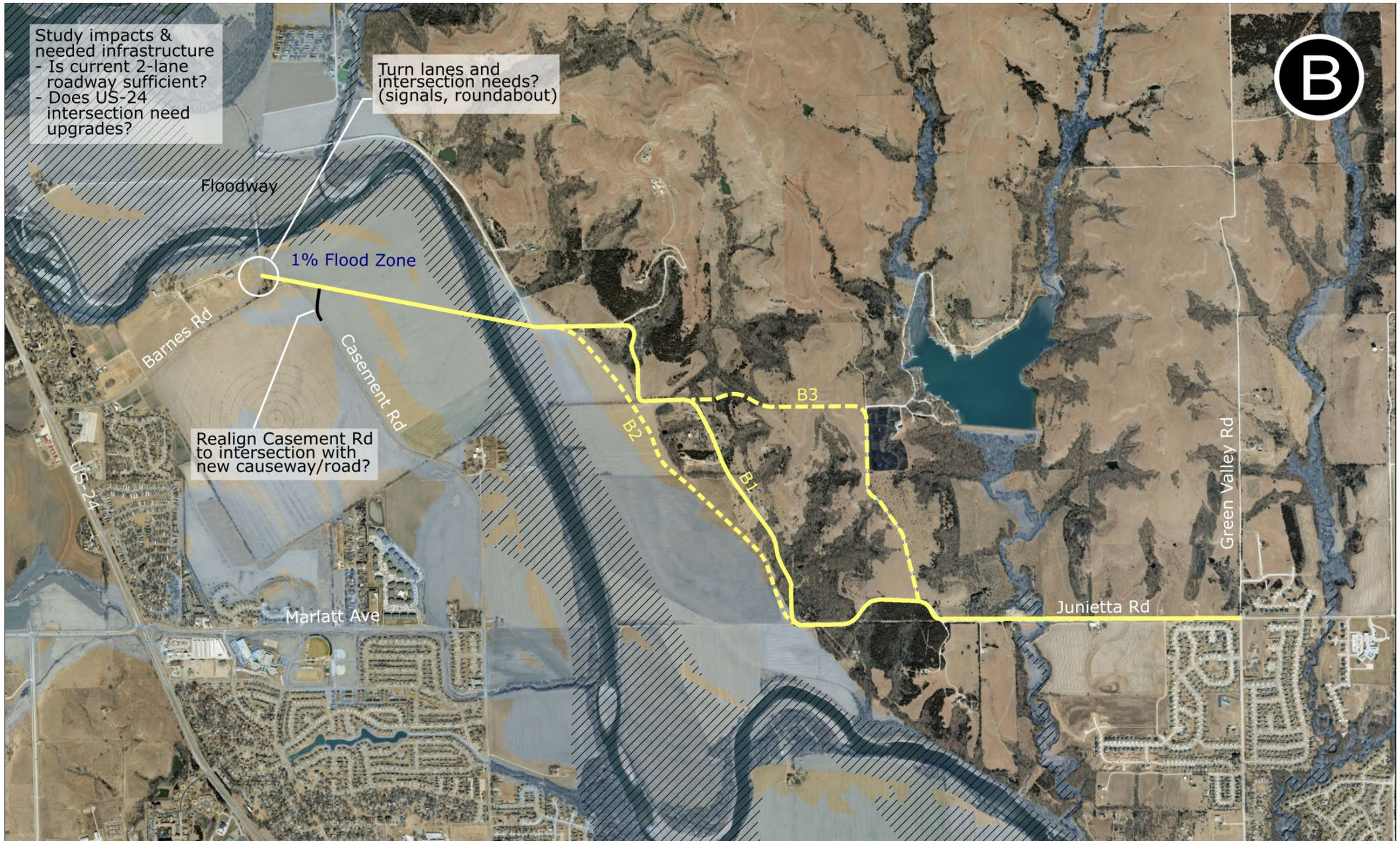
Overview Map:

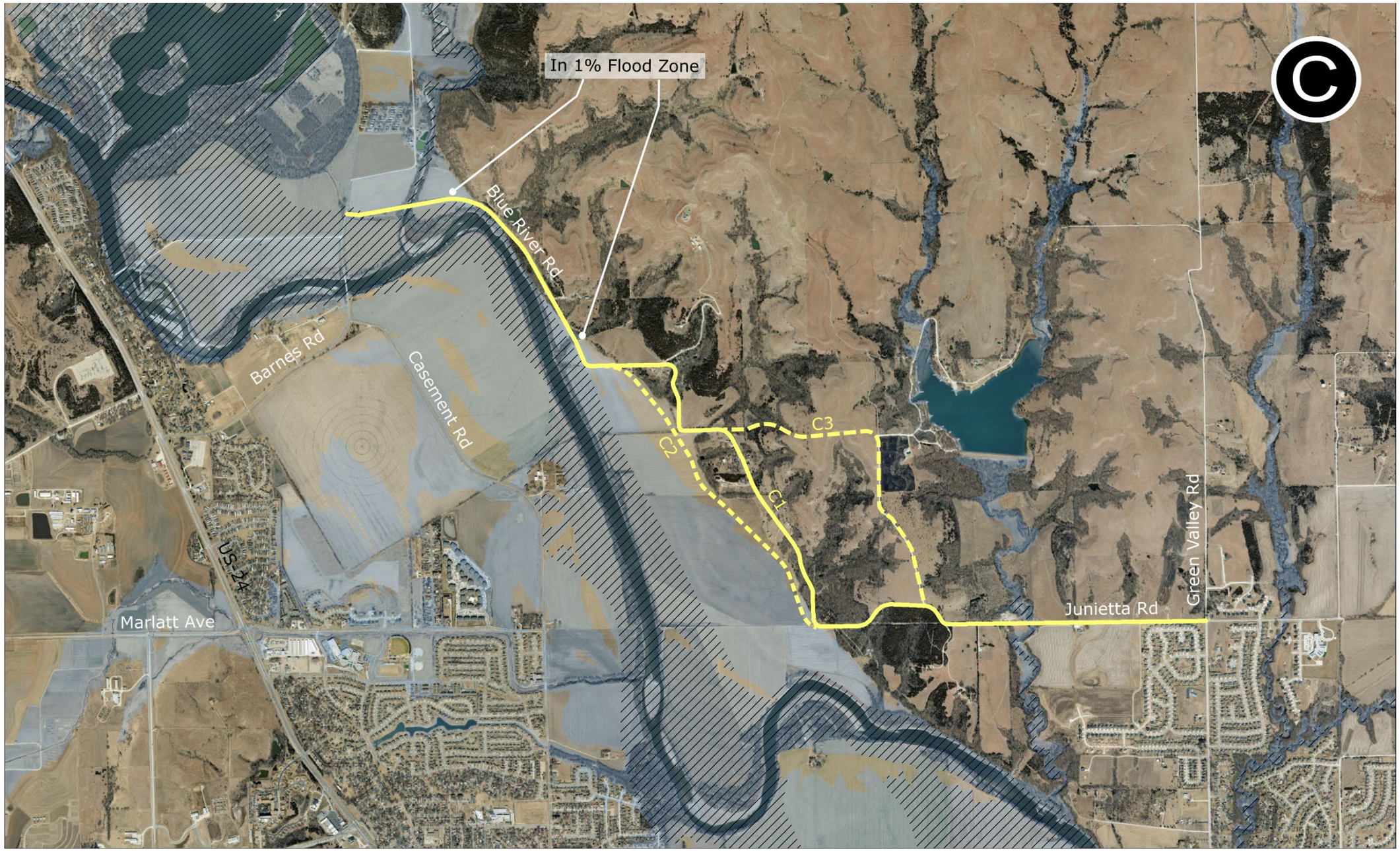



A
Blue River Rd
State Lake Rd
Green Valley Rd
1% Flood Zone
Junietta Rd
Marlatt Ave
Casement Rd
Floodway

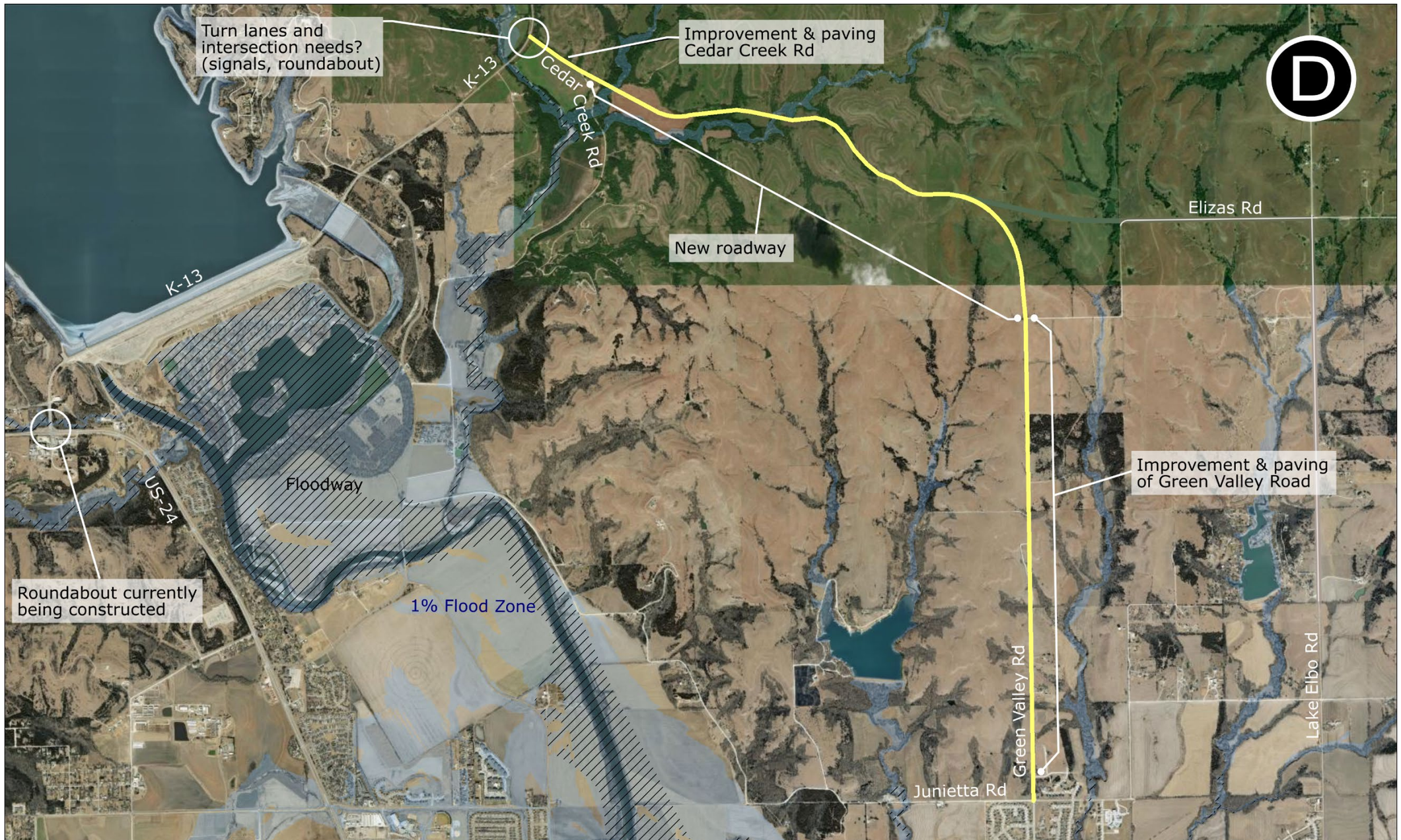

Study impacts & needed infrastructure
- Is current 2-lane roadway sufficient?
- Does existing traffic signal function with future traffic?
How does bridge impact Blue River Rd access?
A
Marlatt Ave
Junietta Rd
1% Flood Zone
US-24
Flooding: Do roads need to be raised out of flood zone, how does that impact bridge design, & intersection?
Floodway
Casement Rd
Study impacts & needed infrastructure
- Is current 2-lane roadway sufficient, or is planned upgrade to 3-lanes required?
Maxar

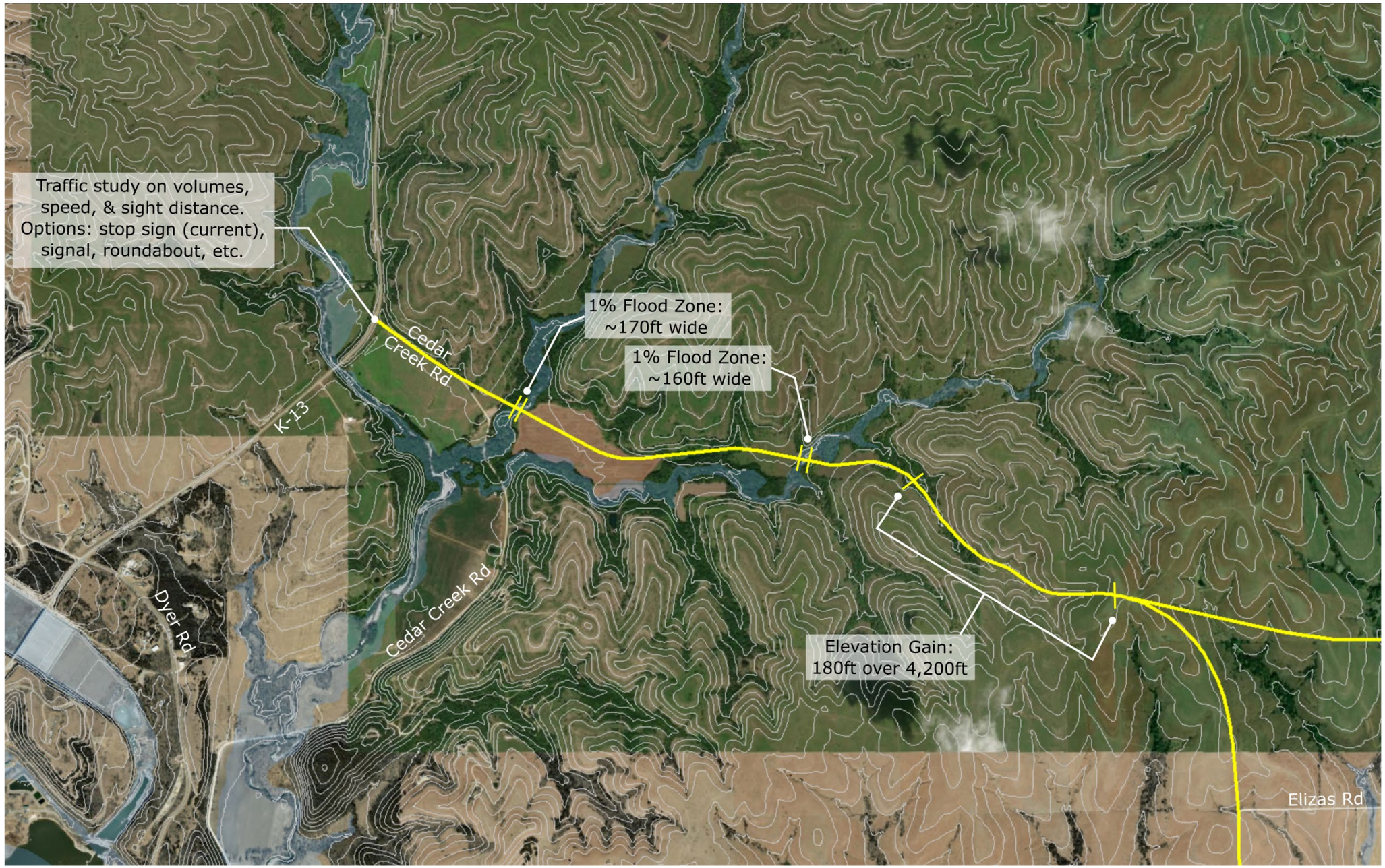
General bridge location based on Floodway width. Exact crossing location is flexible.




In 1% Flood Zone
Blue River Rd
Barnes Rd
Casement Rd
US-24
Marlatt Ave
C1
C2
C3
Junietta Rd
Green Valley Rd


Elevation Gain:
180ft over 1,600ft
Opt. 3
Opt. 2
Opt. 1
Blue River Rd
State Lake Rd
Elevation Gain:
180ft over 1,560ft
Junletta
B
C


Turn lanes and intersection needs? (signals, roundabout)
K-13
Cedar Creek Rd
Improvement & paving Cedar Creek Rd
D
Elizas Rd
New roadway
K-13
Floodway
US-24
Improvement & paving of Green Valley Road
Roundabout currently being constructed
1% Flood Zone
Green Valley Rd
Lake Elbo Rd
Junietta Rd


Traffic study on volumes, speed, & sight distance. Options: stop sign (current), signal, roundabout, etc.
1% Flood Zone: ~170ft wide
1% Flood Zone: ~160ft wide
Cedar Creek Rd
K-13
Dyer Rd
Cedar Creek Rd
Elevation Gain: 180ft over 4,200ft
Elizas Rd


E
US-24
US-24
Excel
Traffic Signal installation expected soon
Roekpe Rd
1% Flood Zone
Floodway
K-177
K-18
K-18
K-18
Moores Ln

Travel Demand Model (TDM) data:

The table below shows that all Routes of study have been modeled by the MPO with land use (populations) for years 2022 (base year) and 2050. The base road network for all routes was the Existing + Committed (E+C), which takes the current 2022 road network, and adds in projects in identified in the MPO's Transportation Improvement Program (TIP) that have funding identified and will be built by 2027. In addition to adding in the road segments for each Route (A-E), the model was also run with US-24 at its current 4-lane configuration, as well as a 6-lane configuration (per current US-24 Corridor Management Plan).

The following datasets are available for each scenario listed in the table below:

- **ADT:** ADT for each road segment
- **Hours of LOS = E or F** for each road segment
- **Travel Time** (minutes): Travel time from preset "Home" to & from "Work" locations (8a peak, 11a, and 5p peak). See map below.

	2022 Land Use		2050 Land Use	
	US-24		US-24	
Road Network	**4-Lanes**	**6-Lanes**	**4-Lanes**	**6-Lanes**
E+C (No 2nd Connection)	Yes	Yes	Yes	Yes
E+C & Route A (2-lane)	Yes	Yes	Yes	Yes
E+C & Route A (4-lane)	Yes	Yes	Yes	Yes
E+C & Route B (2-lane)	Yes	Yes	Yes	Yes
E+C & Route C (2-lane)	Yes	Yes	Yes	Yes
E+C & Route D (2-lane)	Yes	Yes	Yes	Yes
E+C & Route E (2-lane)	Yes	Yes	Yes	Yes

Combined, these data sets allow us to see the impact of each Route (A-E) and US-24 configurations, today & in the future. Joining this information with the feasibility & cost estimates will help provide a cost-benefit matrix.

Attachment 2