

**SERVICE AGREEMENT
BETWEEN SANTA FE COUNTY AND
ROADWAY ASSET SERVICES, LLC**

This Agreement is entered into this _____ day of _____ 2026, between **Santa Fe County**, a political subdivision of the state of New Mexico (the “County”), and **Roadway Asset Services, LLC**, 6001 W Parmer Lane, Suite 370-1102, Austin, Texas 78727 (the “Contractor”).

Background

WHEREAS, the County’s Public Works Department and Open Space and Trails requires the services of a qualified contractor to perform an infrastructure condition survey and prepare a comprehensive road and pavement condition assessment for the County’s planning purposes; and

WHEREAS, pursuant to NMSA 1978, Section 13-1-129, (Procurement under existing contracts) of the Procurement Code, the County utilized BuyBoard Contract 734-24 to procure the needed services from the Contractor; and

WHEREAS, under this Agreement the Contractor will conduct a pavement condition assessment on 308 centerline miles and 16.91 miles of paved County roads and trails to obtain an accurate inventory for funding and scheduling of future road maintenance projects.

NOW, THEREFORE, the parties agree as follows:

Agreement

1. CONTRACTOR’S SERVICES

Provide the following services in compliance with State and local regulations to collect data on pavement conditions of roads and trails, complete an assessment and a multi-year pavement analysis with recommended future maintenance on County roads and trails. The details of the Contractor’s services are as described in the Contractor’s Cost Estimate dated May 7, 2026 (see Exhibit A).

- A. Centerline Identification
- B. Field Set-up and GPS Network Creation
- C. Automated Video Imaging & Data Collection of Pavement Condition
- D. Video Data Processing & Distress Index Development
- E. Professional Data Validation Pilot
- F. Lucidity/Central Square Data Load – pavement condition and attributes
- G. Management Section Spatial Optimization
- H. Lucity Pavement Analysis, Parameter Configuration & Multi-Year Plan
- I. Pavement Report with 1 round of multi-year budget scenarios
- J. Pavement & ROW Imagery Storage
- K. Sign & Support Inventory with Condition
- L. Guardrails Inventory
- M. Driveway Inventory
- N. Senior GIS Analyst

- O. Data Collection Specialist
- P. Senior Consultant
- Q. Senior Pavement Consultant (Lucity Training)

2. ADDITIONAL SERVICES

A. The parties agree that all tasks in section 1 (Contractor's Services) will be completed to the County's satisfaction and for the amount stated section 3 (Compensation, Invoicing and Set-off).

B. The County may request changes in the Contractor's Services. Any changes to the Contractor's services must be made by written amendment.

3. COMPENSATION, INVOICING AND SET-OFF

A. The total amount payable to the Contractor under this Agreement will not exceed **\$233,811.00**, *exclusive* of NM GRT.

B. The Contractor must submit a written request for payment to the County when payment is due. Upon the County's receipt of the written request, the County will issue a written certification of complete or partial acceptance or rejection of the services for which payment is sought. The County will not make payment until the County issues a written certification accepting the services.

- 1) The County's representative for certification of acceptance or rejection of contractual items and services is Ha Pham, Public Works Program Specialist, (505) 992-9896, e-mail: hpham@santafecountynm.gov or other individual as may be designated by the County.
- 2) Within 30 days of the issuance of the certification accepting the services, the County will make payment for the services. If the County does not issue payment for accepted services within 30 days of the certification by the County, the County will pay a late payment fee of 1.5% per month until the amount due is paid in full.

C. If the Contractor breaches this Agreement, the County may, without penalty, withhold payments due the Contractor for the purpose of set-off until the County determines the exact amount of damages it suffered as a result of the breach.

D. The County's payment to Contractor will not foreclose the County's right to recover excessive or illegal payment.

4. EFFECTIVE DATE AND TERM

This Agreement will become effective on the date of last signature by the parties and will terminate one year from that date, unless earlier terminated under section 5 (Termination) or 6 (Appropriations and Authorizations). The parties may agree to extend the term by written amendment.

5. TERMINATION

A. Termination for Cause. Either party may terminate this Agreement based upon a breach by the other party. The non-breaching party must give the breaching party written notice of termination stating the specific grounds for the termination. The termination will be effective 30 days from the breaching party's receipt of the notice, during which time the breaching party may cure the breach. If the breach cannot with due diligence be cured within 30 days, the breaching party will have a reasonable time to cure the breach, provided that, within the 30-day period, the breaching party began to cure the breach and advised the non-breaching party in writing that it intended to cure.

B. Termination for Convenience of the County. The County may terminate this Agreement at any time for any reason or no reason, by giving the Contractor written notice of termination. The notice must state the effective date of termination, which must not be less than 15 days from the Contractor's receipt of the notice. The County will pay the Contractor for acceptable services performed before the effective date of termination. The County will not be liable for any services performed by the Contractor after the date of termination.

6. APPROPRIATIONS AND AUTHORIZATIONS

The County's performance of the obligations under this Agreement is contingent upon sufficient appropriations and authorizations by the Board of County Commissioners of Santa Fe County, and if state funds are involved, the Legislature of the State of New Mexico. If sufficient appropriations and/ or authorizations are not made in this or future fiscal years, this Agreement must terminate upon written notice by the County to the Contractor. A termination for non-appropriations or lack of authority will be without penalty to the County, and the County will not be required to reimburse the Contractor for expenditures made in the performance of this Agreement. The County is not committed to the expenditure of any funds until such time as they are programmed, budgeted, encumbered and approved for expenditure by the County. The County's decision regarding appropriations and authorization will be final and will not be subject to challenge by the Contractor in any way, or forum, including a lawsuit.

7. INDEPENDENT CONTRACTOR

The parties intend that the Contractor and its agents and employees will be independent contractors and not employees or agents of the County. Accordingly, the Contractor and its agents and employees will not accrue leave, participate in retirement plans, insurance plans, or liability bonding, use County vehicles, or participate in any other benefits afforded to County employees. Except as may be authorized in this Agreement, the Contractor has no authority to bind, represent, or otherwise act on behalf of the County.

8. ASSIGNMENT AND SUBCONTRACTING BY THE CONTRACTOR

A. The Contractor must not assign or transfer any interest in this Agreement or assign any claims for money due under this Agreement without the advance written approval of the County. Any attempted assignment or transfer in violation of this Agreement will be void.

B. The Contractor must not subcontract or delegate any portion of the services without the advance written approval of the County. Any attempted subcontract or delegation by the Contractor to a non-party in violation of this Agreement will be void.

9. CONTRACTOR'S PERSONNEL

A. The services in section 1 (Contractor's Services) must be performed by the Contractor or under its supervision.

B. The Contractor states that it has, or will secure at the Contractor's expense, all personnel required to perform the services and obligations under this Agreement. Such personnel must not be employees of or have any contractual relationship with the County, and must be qualified and licensed by federal, state and local law to perform the services.

10. RELEASE

The Contractor's receipt of payments due under this Agreement serves as a release of the County, its elected officials, officers, agents and employees from all liabilities, claims, and obligations arising from this Agreement.

11. CONFIDENTIALITY

Any confidential information provided to or developed by the Contractor in the performance of this Agreement will be kept confidential and will not be made available to any individual or organization by the Contractor without the prior written approval of the County.

12. PUBLICATION, REPRODUCTION, AND USE OF MATERIAL; COPYRIGHT

A. The County has the unrestricted right to publish, disclose, distribute and otherwise use, in whole or in part, any reports, data, or other material prepared under or pursuant to this Agreement.

B. The Contractor acknowledges and agrees that any material produced in whole or in part under or pursuant to this Agreement is a work made for hire. Accordingly, to the extent that any such material is copyrightable in the United States or in any other country, the County will own any such copyright.

13. CONFLICT OF INTEREST

The Contractor states that it does not have any interest that would conflict in any manner with the performance of the services and obligations under this Agreement.

14. AMENDMENT

This Agreement may not be modified, altered, changed, or amended orally. To be valid any amendment to this Agreement must be in writing signed by the parties.

15. ENTIRE AGREEMENT; INTEGRATION

This Agreement incorporates all the agreements and understandings between the parties and all agreements and understandings are merged into this Agreement. No prior or contemporaneous agreements or understandings, verbal or otherwise, of the parties will be valid or enforceable unless embodied in this Agreement.

16. NOTICE OF PENALTIES

The Procurement Code, NMSA 1978, Sections 13-1-28, imposes civil and criminal penalties for its violation. In addition, New Mexico criminal statutes impose felony penalties for bribes, gratuities, and kickbacks.

17. EQUAL EMPLOYMENT OPPORTUNITY COMPLIANCE

A. The Contractor agrees to abide by federal, state, local laws, ordinances, and rules and regulations pertaining to equal employment opportunity and unlawful discrimination. The Contractor must not discriminate against any person with regard to employment with the Contractor or participation in any program or activity offered pursuant to this Agreement on the grounds of race, age, religion, color, national origin, ancestry, sex, physical or mental handicap, serious medical condition, spousal affiliation, sexual orientation, or gender identity.

B. The Contractor acknowledges that failure to comply with this section will constitute a breach of this Agreement.

18. GOVERNING LAW

A. The Contractor will comply with all applicable laws, ordinances, and regulations, including Santa Fe County Ordinance 2014-1 (Establishing a Living Wage).

B. This Agreement will be construed in accordance the laws of the State of New Mexico without regard to its choice of law rules. The Contractor acknowledges that the exclusive forum for any litigation related to this Agreement will be state district courts of New Mexico, located in Santa Fe County.

19. RECORDS AND INSPECTIONS

A. To the extent its books and records relate to (i) its performance of this Agreement or any subcontract entered into pursuant to it or (ii) cost or pricing data (if any) set forth in this Agreement or that was required to be submitted to the County as part of the procurement process, the Contractor agrees to (i) maintain such books and records for a period of six years from the date of final payment under this Agreement; (ii) allow the County or its designee to audit such books and records at reasonable times and upon reasonable notice; and (iii) to keep such books and records in accordance with generally accepted accounting principles (GAAP).

B. To the extent its books and records relate to (i) its performance of this Agreement or any subcontract entered into pursuant to it or (ii) cost or pricing data (if any) set forth in this Agreement or that was required to be submitted to County as part of the procurement process, the Contractor also agrees to require any subcontractor it may hire to perform its obligations under this Agreement to (i) maintain such books and records during the term of this Agreement and for a period of six years from the date of final payment under the subcontract; (ii) to allow the County or its designee to audit such books and records at reasonable times and upon reasonable notice; and (iii) to keep such books and records in accordance with GAAP.

20. INDEMNIFICATION

A. The Contractor shall indemnify the County and its elected officials, agents, and employees from any liabilities, damages, demands, suits, costs or expenses, including legal fees, resulting from the Contractor's performance or non-performance of its obligations under this Agreement.

B. The County may control and participate in the defense of any demand, suit, or cause of action that relate to the County. No matter will be settled without the County's consent. Consent must not be unreasonably withheld.

C. The Contractor's obligations under this indemnification section will not be limited by the terms of the insurance policy the Contractor is required to maintain under this Agreement.

21. SEVERABILITY

If any provision of this Agreement is held invalid or non-enforceable by a court of competent jurisdiction, other provisions will not be affected and will remain valid and enforceable.

22. NOTICE

Notice required to be given to either party must be in writing and delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, to:

The County: Santa Fe County
Public Works Department
Attn: Ha Pham, Public Works Program Specialist
424 Frontage Rd. NM-599
Santa Fe, NM 87504

The Contractor: Roadway Asset Services, LLC
Attn: Bart Williamson, FCLS
6001 Parmer Lane, Ste 370-1102
Austin, TX 78727

23. CONTRACTOR REPRESENTATIONS

The Contractor represents that:

A. This Agreement is duly authorized by the Contractor, the person signing this Agreement has authority to do so, and, once signed by the Contractor, this Agreement will constitute a binding obligation of the Contractor.

B. The terms of this Agreement do not conflict with Contractor's corporate agreement or any statement that may be filed with the New Mexico Secretary of State.

C. The Contractor is legally registered and is properly licensed by the State of New Mexico to provide the services and will maintain such registration and licensure for the term of this Agreement.

24. FAX OR ELECTRONIC SIGNATURE

A fax or electronic signature will have the same force and effect as an original signature.

25. NO THIRD PARTY BENEFICIARIES

The parties do not intend by this Agreement to create any rights in any non-parties.

26. CONTRACTOR'S INSURANCE

A. General. The Contractor must submit evidence of insurance as is required in this section. The Contractor's policies of insurance must be written by a company authorized to provide insurance in the state of New Mexico.

B. Liability Insurance, Including Automobile. The Contractor must maintain a comprehensive general liability and automobile insurance policy with liability limits in amounts not less than \$1,000,000.00 combined single limits of liability for bodily injury, including death, and property damage for any one occurrence. Contractor's insurance must include coverage for all services and work performed for the County under this Agreement; coverage for the use of all owned, non-owned, hired automobiles, vehicles and other equipment, both on and off work; and contractual liability coverage under which this Agreement is an insured contract. Santa Fe County must be named additional insured on the Contractor's policy.

C. Increased Limits. If the Legislature of the State of New Mexico increases the maximum limits of liability under the New Mexico Tort Claims Act, NMSA 1978, Section 41-4-1, the Contractor must increase the maximum limits of any insurance required under this Agreement.

27. PERMITS AND FEES

Contractor will procure all permits, licenses, and pay all fees associated with the performance of the services and the Contractor’s obligations under this Agreement.

28. NEW MEXICO TORT CLAIMS ACT

No provision of this Agreement will modify or waive the sovereign immunity or limitation of liability enjoyed by County or its “public employees” at common law or under the New Mexico Tort Claims Act.

29. CAMPAIGN CONTRIBUTION DISCLOSURE

The Contractor must complete and submit simultaneous with signing this Agreement, the Santa Fe County Campaign Contribution Disclosure form.

30. CONTRACTOR’S AGENT FOR SERVICE OF PROCESS

The Contractor appoints Northwest Registered Agent, 1209 Mountain Road Pl. NE Ste N., Albuquerque, NM 87110, as its agent for service of process. The Contractor acknowledges that service on the agent will have the same effect as though the Contractor were personally served within the state of New Mexico.

31. SURVIVAL

The provisions of the following paragraphs will survive termination of this Agreement: Indemnification, Records and Inspection; Release; Confidentiality; and Choice of Law.

The parties execute this Agreement as of the date of last signature by the parties.

SANTA FE COUNTY



Gregory S. Shaffer
Santa Fe County Manager

5/20/2026

Date

Approved as to form:

Roberta D. Joe for W.B.

Walker Boyd
Santa Fe County Attorney

5/14/2026

Date

CONTRACTOR – Roadway Asset Services, LLC

Bart Williamson

Signature
Bart Williamson
President

05/15/26

Date

Santa Fe County Purchasing Process Request Form

Date Submitted:	04/10/2026	Requesting User Agency:	PW/Road
Name & Phone of Contact Person:	Ha Pham – hpham@santafecountynm.gov – (505) 992 9896		
Contract Tracking #/Buyer (Purchasing)	27797 2026-0353-PW/BM Brandon Martinez	BCC Approval? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, please indicate date	No

AGENCY REQUEST: (Lease, MOU, Grant, Professional Services Agreement, Construction, Application, etc.) Describe the County, Public and/or Agency need. Describe what you are attempting to purchase, obtain or accomplish. Attach additional information relating to your request (scope of work, specifications, bid items on etc.)

This request will be used by both the Road, Traffic, and Open Space sections within the Public Works Department. The Road section seeks to survey all paved roads—defined as asphalt and chipseal surfaces—to assess pavement conditions. Staff will use these condition ratings to evaluate pavement deterioration over time. The Open Space section also seeks to survey two paved trails, the Eldorado and El Camino Real trails to assess trails’ pavement conditions. This information will help the County allocate funding more effectively and ensure that roads and trails are maintained proactively based on usage needs. The Traffic section aims to collect location and condition data for signs, support poles, guardrails, and driveways. As with all sections, this information will guide staff in prioritizing maintenance activities and budgeting appropriately. All pavement, signs, guardrails, and driveway data will be entered into the Central Square Enterprise Asset Management (CS EAM) system for current and future use. The vendor will provide training to County staff on how to use the software.

Does this request require IT approval? Yes No **If yes, is the approved work order attached?** Yes No

PURCHASING STATUS:

Drafted and sent to Legal. BM 5.13.2026

FINANCIAL / BUDGETARY INFORMATION: (If applicable, include a breakdown of project cost estimates; is funding already appropriated? If this action will result in revenue to the County, include the total compensation and timetable. Include funding information (GF, GRT, Grant, Grant Match, In Kind requirements, etc.)

<u>Grants</u>	<u>Capital, Fund & Cost Center Approval</u>	<u>Budget Approval:</u>
Is this grant related? <input type="checkbox"/> Yes <input type="checkbox"/> No	Is this a capital project? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes: provide fund(s) _____	Capital approval: _____	
Grant approval: _____	Fund/Cost Center approval: _____	

Please provide account number(s) for this request: 204-0611-451.50-03

LEGAL FORM: (Is this a new contract or an amendment or change of a previously submitted procurement or contract? Identify any known liabilities and/or risks to the County.)

LEGAL APPROVAL: (sign and date)

FINANCE DIRECTOR APPROVAL: (sign and date)

COUNTY MANAGER APPROVAL: (sign and date)

Gregory S. Shaffer, County Manager 5/20/2026



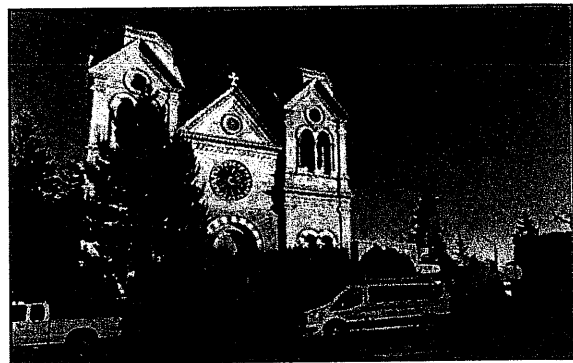
May 8, 2026

Santa Fe County
424 NM 599
Santa Fe, NM 87504

Attention: Ryan Ward, MPA, SIT, Division Director
Reference: RAS Pavement Management Services Quote

Dear Mr. Ward,

Roadway Asset Services, LLC (RAS) is pleased to discuss the potential pavement and asset management needs for Santa Fe County. RAS is headquartered in Austin, Texas with regional offices in Phoenix, AZ and Colorado Springs, CO. **In the last 5 years, RAS executive team members have managed over 100,000 miles of pavement condition and asset inventory data.** The RAS team has led pavement condition and ROW asset surveys for many similar agencies including: Albuquerque, Rio Rancho, Farmington, Las Cruces, NM; City and County of Denver, Douglas County, Mesa County, CO; Pima County, Pinal County, Coconino County, Yavapai County, AZ; and many others.



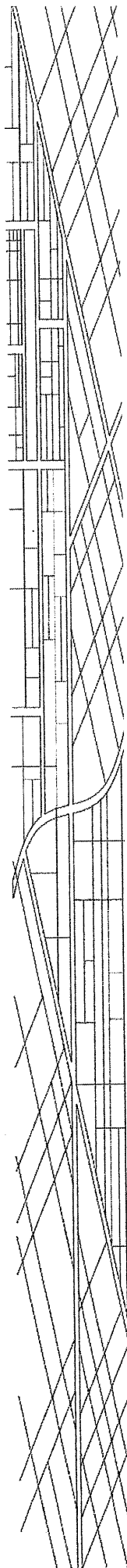
Our team is a full-service pavement and asset management consultant that collects pavement performance data using laser based automated technologies and analyzes the data using sound financial optimization modeling. In addition, our services include the configuration of many available 3rd party pavement management programs such as **Lucity**, **BOSS™**, **PAVER**, **Cartegraph**, **Streetlogix**, **Brightly**, **DOT**, **Agile Assets**, **VUEWorks**, and many others.

RAS understands the County is seeking a qualified data collection vendor to conduct a pavement condition assessment on 308 centerline miles of paved roadways (supplied by County and referenced from the "2026 Annual Certified County Maintenance Mileage Report"), with one pass conducted on local roads and two pass testing on arterial and collector roadways, resulting in approximately 483 test miles.

RAS is an approved vendor through the **HGACBuy** and **BuyBoard** purchasing cooperatives for Pavement Analysis services. We look forward to building a long-term relationship with Santa Fe County. Our team is prepared to deliver a scope of work that is tailored to the needs and goals of the County Stakeholders. Please do not hesitate to reach out with any questions or comments regarding these services.

Sincerely,

Bart Williamson, FCLS
Chief Executive Officer





Firm Overview

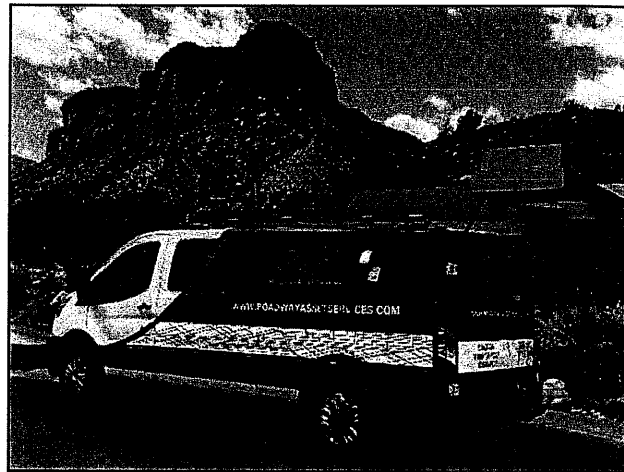


Roadway Asset Services, LLC (RAS) is an engineering firm (License #: F-22104) headquartered in Austin, Texas. RAS team members have managed automated data collection, performed QA/QC, developed pavement management plans, supplied GIS based deliverables, and provided imports and modeling for cities and counties across the United States. RAS offers comprehensive experience and subject matter expertise in the fields of engineering, surveying, asset management, transportation planning, and GIS.

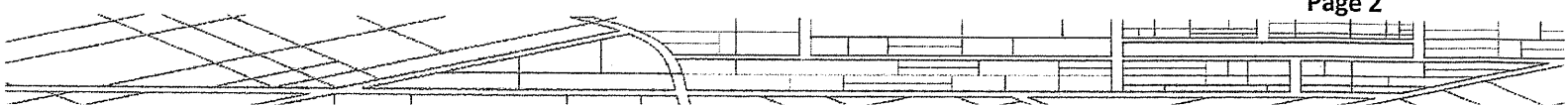
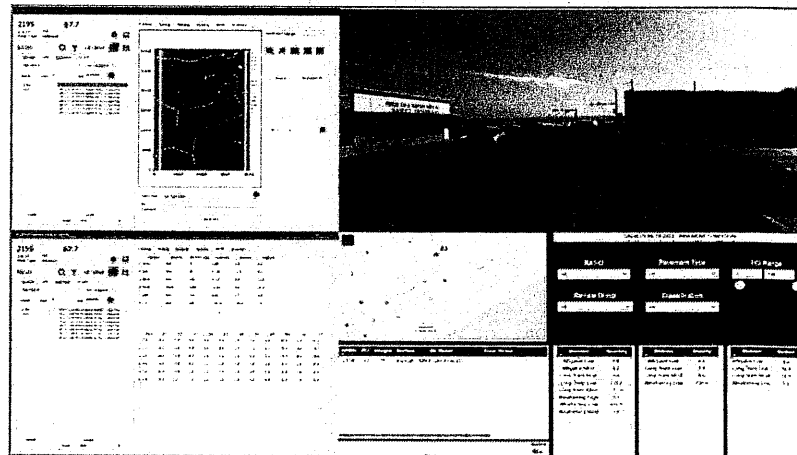
The Firm's Service Commitment to Customers: RAS was founded on the core principles of collaborating with our clients, cultivating those relationships, and embracing innovation in technology resources. RAS strives to provide accurate data-driven results that allow our clients to make the best possible management decisions while enjoying the passion we all share in improving infrastructure. Our team will provide prompt and relevant services as demonstrated by RAS leadership's direct involvement in each project the Firm undertakes.

Pavement Condition Surveys and ASTM D6433 Data

RAS has invested in the most sophisticated fleet of roadway asset collection (RAC) vehicles and pavement analysis tools for automated data collection that provides a **100% linear assessment** of the roads driven. This methodology removes the subjectivity of rating small sample areas of the road segment. RAS utilizes a high-definition ROW capture system to provide an immersive view of assets that can be extracted for various attributes. Furthermore, RAS' RAC vehicles have **received independent inertial profiler certification for accuracy and repeatability from the Texas A&M Transportation Institute (TTI).**



After data is collected in the field and uploaded to the office environment, it is imported using the RAS AI enhanced pavement rating tool **Road TRIP™ (Technical Rating Intelligence Program)**. The import process creates mappings to the data so that users do not need to keep track of where the data is stored on central data server(s). At this stage, the major data processing tasks also occur, such as



generation of right-of-way and pavement image streams; calculation of profile, roughness, rutting, detection of cracks, lane-markings, man-made objects, and other distresses.

The detected cracks are overlaid on the pavement images and offset to assist with the verification of the detected cracks. During reporting, the distress cracks are defined by road zone and accumulated according to the units defined in the client specification. The severity levels are identified based on the defined limits (ASTM D6433) and verified for resolution through visual quality control checks of image files.

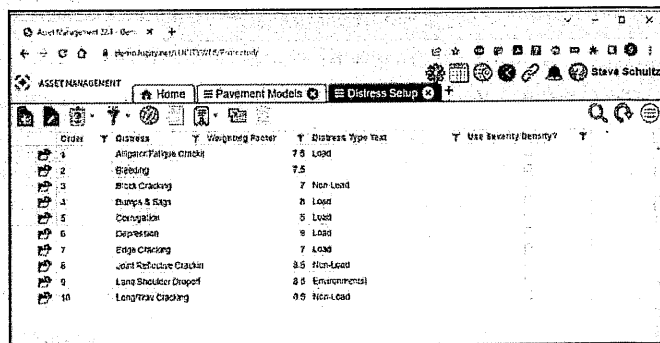
Lucity Import

A typical Lucity import happens in two phases as follows:

Phase I: Test Environment – most agencies operating an enterprise system such as Lucity have a test environment specifically set up for vendors to test a data load prior to moving into production. During this stage, the RAS team formats the segment level distress extent and severity data for import into the Lucity pavement module software. The data is loaded as a new inspection such that it DOES NOT overwrite any legacy data within the software. Old inspections are retained and simply no longer utilized for budgetary modeling purposes.

Data formats for Lucity users include rolling up the RAS detailed inspection data to match the County’s Lucity segmentation and ensuring all data is linked to the appropriate Segment ID. The distress types are confirmed to be in the correct order and distress density data (PCI, RI, and SI) populated. In addition, the Lucity GIS Manager will be validated to ensure it retains full synchronization with the implemented Lucity database. While RAS routinely imports data to Lucity, we find it imperative to begin with a test environment to fully ensure data integrity.

Phase II: Production Environment – Upon completion of the import to the test environment, the RAS Team has our Lucity support team review the loaded data to ensure there are no gaps in the data structure or format. Upon acceptance of Lucity, the RAS team moves the database into the County’s production environment, generally in off-hours to ensure minimal downtime for County Staff and Services. RAS has the team, resources, and expertise to conduct a seamless production load to Lucity.

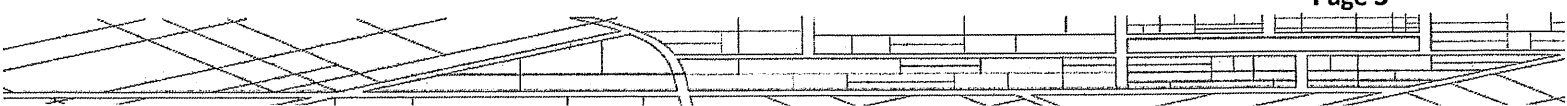


Order	Distress	Viewing Factor	Distress Type Test	Use Severity Density?
1	Alignment Fatigue Cracks	7.8	Load	
2	Blowing	7.5		
3	Block Cracking	7	Non-Lead	
4	Bumps & Skips	8	Load	
5	Corrosion	3	Load	
6	Depression	9	Load	
7	Edge Cracking	7	Load	
8	Joint Reflective Cracking	8.5	Non-Lead	
9	Lane Shoulder Droop	8.5	Environmental	
10	Long/Trav Cracking	9.9	Non-Lead	

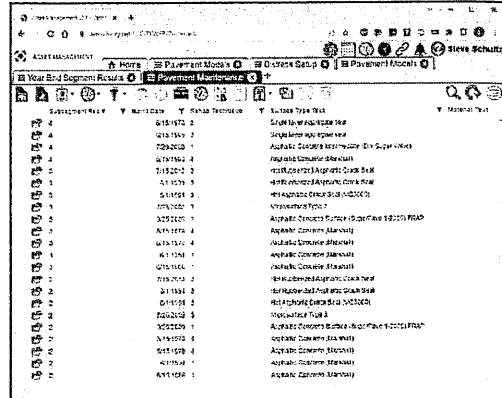
Lucity Configuration Workflow

While running the models themselves might seem straight-forward, the RAS approach to such an analysis involves the following sequences and client engagements during the process:

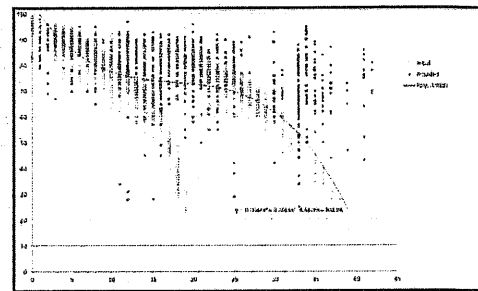
- **Current database review** – most issues can be resolved at the initiation of a project by completing a brief review of the County’s existing GIS centerlines and Lucity inventory setup. RAS will discuss the current inventory and configuration adoption with County staff. Any recommended changes to the segmentation or budgetary model configuration will be discussed at this stage.



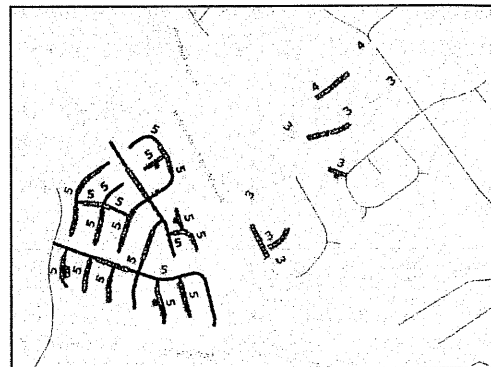
- Maintenance & Rehabilitation Setup** – to ensure the results of the budget model runs meet the County’s expectations, RAS will discuss the County’s current Maintenance and Rehabilitation practices to ensure the Lucity system is setup to mimic/model real world practices. This includes reviewing Min/Max PCI, Breakpoint PCI, decision trees for treatments, costs, and reset PCI values. The RAS team is well versed with the application of pavement rehabilitation techniques, trigger points, real-world impact to PCI, and life cycles. As a part of this process, RAS will work with the County to determine the right treatment (prescription) at the right time.



- Deterioration Curves** – forecasting pavement conditions within Lucity requires a detailed set of pavement deterioration curves for each roadway traffic classification, pavement material type, and strength designation. The RAS team will work with historical data along with the collected data from this project, to develop updated and further refined deterioration curves for each combination of street classification and pavement surface type, representative of the climate.

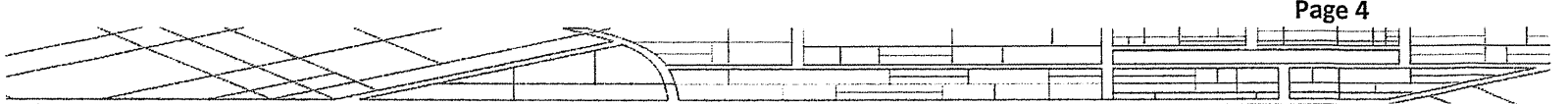


- Supersegment Development** – the Lucity pavement module runs budgetary models using a “Supersegment” layer within the application, which is simply individual segments stitched together to form a logical project or management section. The benefit of this Supersegment feature within Lucity is that it runs the budgetary scenario at the project level, producing real-world rehabilitation plans that are ready for County review, modification, or acceptance. The RAS team will also provide recommendations to County staff for best practices in developing practically sized Supersegments to yield model results that can be acted upon. Typical constraints used when building Supersegments includes relative condition, classification, and an upset limit to prevent projects from becoming too large. A MS Access database of the final configuration, setup, and models will be delivered.



Lucity Pavement Analysis and Multi-Year Plan Optimization

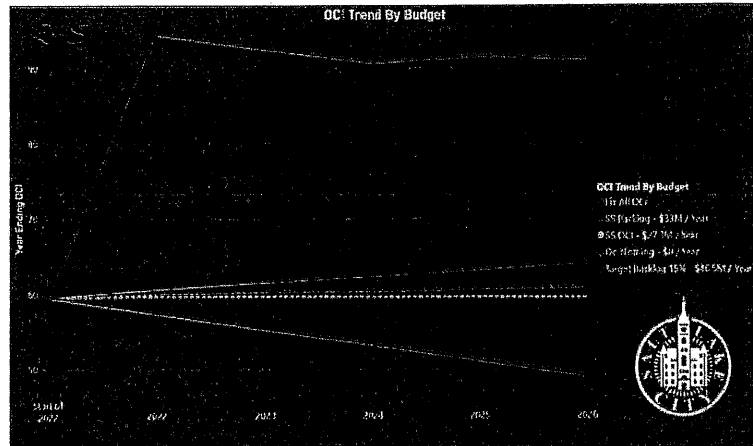
RAS can also assist the County with determining the right treatment (prescription) at the right time. The RAS team has vast experience in capital planning (decision trees) of these inventoried assets as they are strategically programmed for replacement, refurbishment, or general maintenance.



RAS will utilize the County's existing Lucity pavement management software to adopt the County's segment level GIS centerline, run budgetary models, financially optimize the multi-year plan using sound "cost of deferral" constraints, and produce a final maintenance and rehabilitation plan for the County's review. **RAS regularly works with Lucity clients** to develop defensible pavement management plans, and our team has extensive experience customizing the software operating parameters and unique tools such as modification of super segments.

Budgetary Modeling

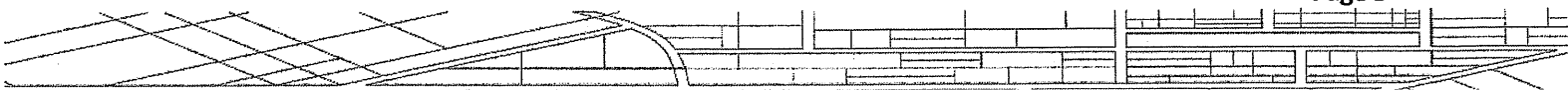
RAS will work with the County to establish the Lucity maintenance and rehabilitation activities, PCI trigger points, costs, reset PCI values, completed rehabilitation work since the survey, planned work, existing budgets, pavement deterioration curve development/assignment, and inflation priorities. RAS will assist County Staff with determining the right treatment at the right time by reviewing the County's existing maintenance and rehabilitation



strategies and recommending others that may be a good fit. The scope will include developing up to 8 multi-year pavement management scenarios using different philosophies, budget levels, and distributions. While RAS will define the scenarios to be run with County staff, at a minimum the following questions should be answered with the scenarios:

- **What is the resultant network PCI at my current funding level?**
- **What budget is required to maintain my existing network PCI?**
- **What budget is required to achieve a desired network PCI?**
- **What budget is required to control the growth in backlog?**

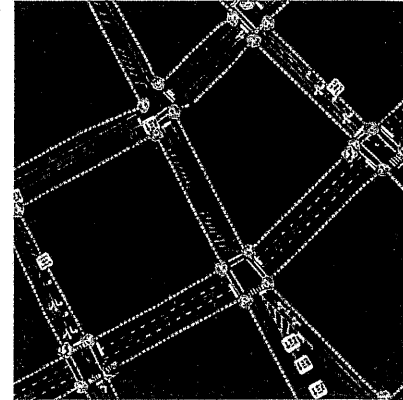
RAS will also consult with County staff to develop models utilizing different types of rehabilitation strategies (worst first, best first, most economic, need year, etc.). RAS understands that getting buy-in from County Administrators and Elected Officials means developing a long-range rehabilitation plan that considers local priorities. The RAS team will ensure that already approved rehabilitation work is programmed into the budgetary models for selection during the run. In addition, RAS will consult with County staff to identify the total cost (mill, overlay, traffic control, striping, etc.) of each rehabilitation method.



Optional Services

ROW Asset Inventory and Condition Assessment

RAS can use the high-definition ROW asset camera to inventory and capture ROW assets for optional extraction activities. The imagery would be processed in 20-foot intervals along with the downward LCMS for right-of-way asset extraction activities. The imagery can be delivered in .jpeg format, on a hard drive, or associated with a File Geodatabase. RAS can inventory and extract attributes on nearly any asset that can be identified in the images.



Common roadside features for capture include traffic signs, pavement markings/stripping, curb and gutter, sidewalks, traffic calming devices, traffic signals, streetlights, fire hydrants, bus stop shelters, medians, and many others.

RAS would use the HD images and post-process data using RAS software to collect attributes for each asset type captured. For example, **Traffic signs/supports**, which are listed as a point feature, are commonly captured with the following attributes listed in the sample data dictionary below:



Sign & Support Data Dictionary

Feature Class	Attribute	Format	Structure Example	Description
Signs	AssetID	Integer	100000	Unique GIS identifier for each sign
	XY Location	Integer	41.40338, 2.17403	GPS location in decimal degrees
	Street Name	Text	Michigan Ave.	Name of the roadway the asset is located on
	Photo Image Link	Text	Hyperlink	Link to the imagery (provided via external hard drive)
	MUTCD Code	Text	R1-1	MUTCD code (see Tab with Standard Codes)
	Sign Text	Text	Stop	Auto populated from MUTCD Manual
	Condition	Text	Fair	Visual rating of the condition of the structure: 1-Good, 2-Fair, 3-Poor
	Sign Face Direction	Text	S	Direction of the sign face: E-W-N-S-NW-NE-SW-SE
	Illumination	Text	No	Identifies if the sign has illumination feature: Yes or No
	Obstructed	Text	No	Identifies if the sign is obstructed: Yes or No
	Legend Color	Text	White	Auto populated from MUTCD Manual
	Back Color	Text	Red	Auto populated from MUTCD Manual
	Comments	Text	Faded Text	Comments generated from GIS technician
Supports	Asset ID	Integer	200000	Unique GIS identifier for each support
	XY Location	Integer	41.40338, 2.17403	GPS location in decimal degrees
	Street Name	Text	Michigan Ave.	Name of the roadway the asset is located on
	Photo Image Link	Text	Hyperlink	Link to the imagery (provided via external hard drive)
	Support Structure Type	Text	Post	Construction method of support structure: Post (Freestanding), Bridge, U-Channel, Utility Pole, Mast Arm, Streetlight, Signal
	Post Total	Integer	3	Number of signs affixed to support structure
	Comments	Text	Bent Post	Comments generated from GIS technician
Condition Rating Criteria				
1-Good: sign is visible, not faded, straight/upright, legible, no graffiti				
2-Fair: sign has minor to no visual defects with good visibility, not faded, straight/upright, legible, no graffiti = sign that may need replacement after 5 or more years				
3-Poor: sign has many visual defects with poor visibility faded, bent, or pushed over (sign panel or post), heavy graffiti; obstructed; not visible or legible = sign needs immediate replacement				



P.O. Box 400, Austin, Texas 78767
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April 20, 2025

[Sent via email to: bwilliamson@roadwayassetservices.com](mailto:bwilliamson@roadwayassetservices.com)

Bart Williamson
Roadway Asset Services, LLC
6001 W Parmer Lane, Suite 370-1102
Austin TX 78727

Re: Pavement Assessment Services for Road & Highways
BuyBoard Contract 734-24

The Local Government Purchasing Cooperative (BuyBoard) awarded your company a contract under Pavement Assessment Services for Road & Highways, Contract 734-24 effective June 1, 2024 through May 31, 2025, with two possible one-year renewals. At this time the BuyBoard is renewing your contract through May 31, 2026.

All discounts, terms, and conditions of your contract will remain the same. If you agree to this renewal, there is nothing you need to do. However, if you do not agree to this renewal, you must notify me via email at contractadmin@buyboard.com prior to the start of the renewal term.

Reminder: Once a BuyBoard contract is awarded, vendors must generate a minimum of \$15,000 annually or they may not be offered a contract renewal.

If you have questions or comments concerning this renewal, please contact me as soon as possible at contractadmin@buyboard.com. We appreciate your interest in The Local Government Purchasing Cooperative.

Sincerely,

Jim Tulberg

Jim Tulberg
Contract Administrator

1st renewal v.02.13.2020