July 14, 2026

Burnet County
Attn: Megan Schumann, Assistant Auditor
220 S Pierce St.
Burnet, TX 7861

Reference: Pavement Management Services Proposal

Dear Ms. Schumann,

Roadway Asset Services, LLC (RAS) is pleased to discuss the potential pavement and asset management needs for Burnet County. RAS is headquartered in Austin, Texas with staff based in neighboring Travis and Williamson counties and serves municipal clients across the U.S. **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 agencies across Texas, including Liberty Hill, Round Rock, Pflugerville, Hutto, Pharr, San Antonio, Corpus Christi, Galveston, Boerne, Kirby, Seguin, Webster, Kyle, Levelland, Amarillo, Wolfforth, Conroe, McAllen, Beaumont, Brownsville, Fort Worth, Denton, Carrollton, Garland, Frisco, Grapevine, Hays County, Nueces County, Guadalupe County, Rockwall County 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 **BOSS™**, PAVER, Cartegraph, Streetlogix, Brightly, DOT, Agile Assets, VUEWorks, Lucity, and many others.

RAS understands the County is seeking a qualified data collection vendor to conduct a pavement condition assessment on approximately 118 centerline miles of arterial paved roadways. RAS will all scoped roads in each direction, totaling 236 test miles. In addition, RAS has the capability to perform a financially optimized pavement analysis that includes full configuration of the **BOSS™** pavement management system with the delivery of multi-year plan and analysis.

RAS is an approved vendor through the **HGACBuy, BuyBoard and TXShare** purchasing cooperatives for Pavement Analysis services. We look forward to building a long-term relationship with Burnet 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
President

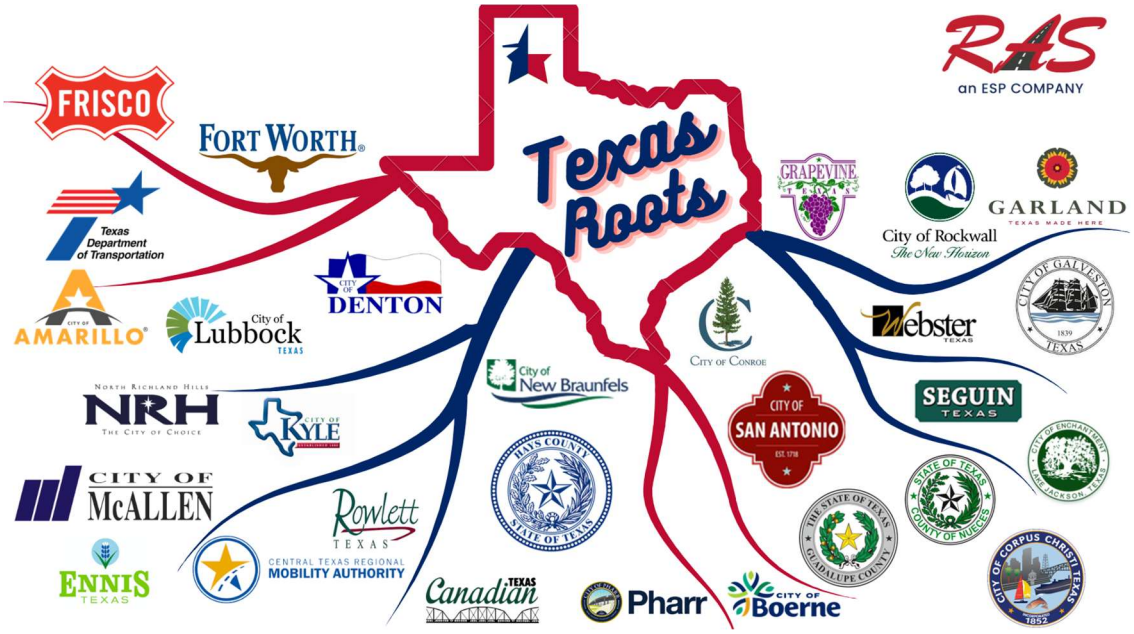
1.0 Firm Profile

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.

In the past 5-years, RAS has obtained over 150 contracts from transportation agencies for pavement condition surveys, ROW asset inventories, and data analysis. RAS is a Silver ESRI Business partner with a leadership team composed of seasoned pavement management professionals who boast a combined 150 years of experience in pavement condition survey management.

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.

With Deep Texas Roots, RAS is excited to present a strong team with first-hand experience in the complexities of pavement and asset management, processing, analysis, etc., as well as the in-depth knowledge of the technology and methodology needed to complete the work. In addition to data collection, we have a comprehensive understanding of the decentralized asset maintenance process and the need for clear and consistent communication with Stakeholders throughout this project. In addition, RAS is an active member with the American Public Works Association (APWA) and actively presents on the topic of "Pavement Management Innovations" with our clients. RAS co-presented with the City of Galveston on "Rethinking Pavement Management" at the Texas Public Works Association Annual Conference.



Key Personnel

The RAS team will use previously established roles to ensure a seamless transition of project ownership. The project roles and individual assignments have been defined below along with summary qualifications.

Project Manager and Senior Pavement Engineer, Scot Gordon, PE, IAM (TX PE: 88099) has over 35 years of experience in pavement engineering and transportation planning. He will review distress interpretations and provide expertise in pavement management optimization. A sample of Mr. Gordon's local pavement condition assessment experience across Texas includes: Brownsville, McAllen, Pharr, Laredo, New Braunfels, Seguin, San Antonio, Kirby, Bexar County, Kyle, Austin, Central Texas RMA, West Lake Hills, Round Rock, Pflugerville, Hutto, Fort Worth, El Paso County, El Paso, and Amarillo.

Project Principal, Bart Williamson, has over 33 years of experience in project management and coordination. Mr. Williamson has worked in the pavement management industry for over 19 years and is well known for providing municipalities with high-quality deliverables on time. Mr. Williamson has directed pavement condition projects for various agencies in South Texas and throughout the state, including: Brownsville, McAllen, Pharr, Corpus Christi, Nueces County, Boerne, Bulverde, Fair Oaks Ranch, Laredo, Seguin, San Antonio, and Bexar County.

Sr. VP and Subject Matter Expert, Zac Thomason, MBA has over 20 years of experience in pavement management, ASTM D6433 automated data collection, financial optimization, software evaluation, and production data loads. Zac will provide critical input and ask the right questions to ensure the City selects a pavement management software that suits staff needs. Zac will also be directly involved with the pavement analysis, operating intelligence configuration, and development of budget scenarios.

2.0 Pavement Condition Surveys and ASTM D6433 Data

2.1 Objective Data Collection: Roadway Asset Collection (RAC) Vehicles

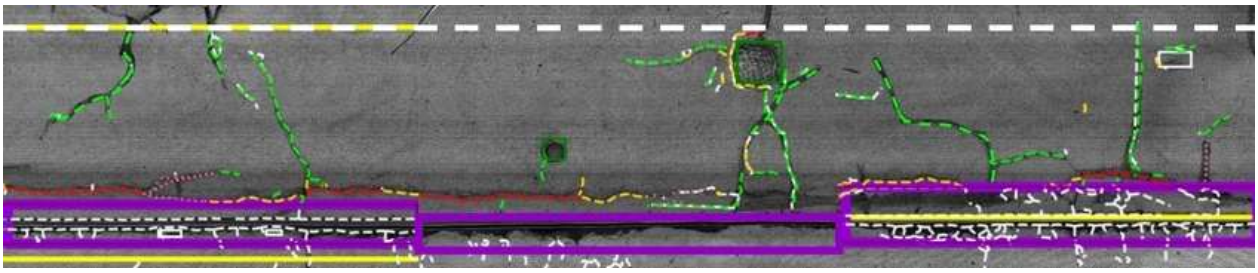
RAS has invested in the most sophisticated fleet of roadway asset collection (RAC) vehicles and pavement analysis tools for automated data collection that provides a **100% linear assessment of the roads driven**. This methodology removes the subjectivity of rating small sample areas of the road segment.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

Objective, Linear, and Repeatable Data

- Repeatable over multiple collection cycles; not reliant on early to market AI algorithms.
- Accuracy matters: denser data than lidar and more accurate than cameras/phones.
- Independently certified profiler (IRI)
- Synced imagery at 20-foot intervals showing five ROW and pavement views.

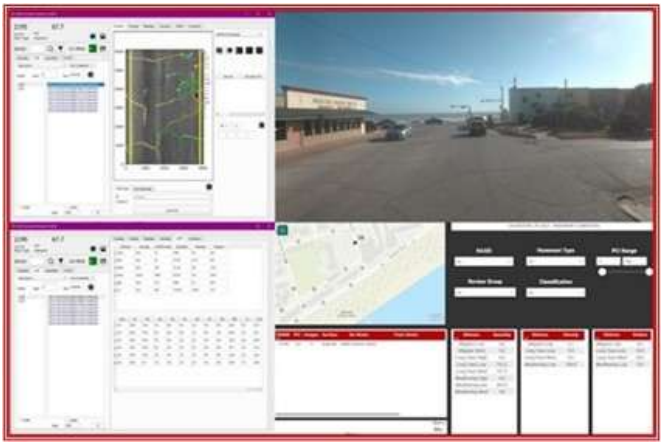
To complete the pavement condition survey, the RAS team will utilize vehicles from their fleet of five (5) RAC vehicles equipped with: state-of-the-art LCMS-2 laser array with 1-mm pixel resolution line scan cameras; High-Definition cameras (forward, right, left, rear-right, rear-left views); a class 1 inertial profiler for capturing dual-wheel path IRI measurements to the hundredth inch and macrotexture.

The LCMS-2 camera is a downward-facing laser array providing images used to evaluate data that conforms with ASTM D6433 protocols, which uses two 1-millimeter-pixel resolution line scan cameras to provide a customized digital condition rating system to collect user defined severity/extent-based pavement distresses and rutting. The pavement distress type, density, severity, and extent are collected with the LCMS-2 and are used to calculate a Pavement Condition Index (PCI) score, between 0-100, that represents the condition of 100% of the driven lanes.



2.2 Data Processing & Rating via RoadTRIP®

After data is collected in the field and uploaded to the office environment, it is imported using the RAS AI pavement rating tool **RoadTRIP® (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, 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, intended design features, 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.

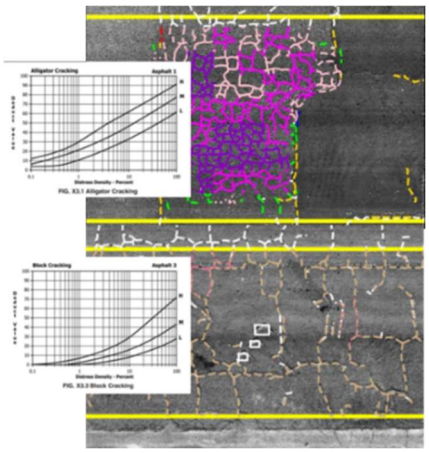


RAS Innovation! Linear ASTM D6433 Sample Inspections

RAS processes the data using continuous 2,500 sq.ft. sample inspection sizes as defined in the ASTM D6433 protocols. RAS will deliver this data via a heat map in ArcGIS Online. This means that the County will have access to multiple PCI samples (approximately 200 feet long) for each segment of the roadway.

Many RAS clients find this detailed sample level data extremely helpful in identifying localized areas that require structural patching prior to preservation or rehabilitation.

Key Differentiators of RoadTRIP®



Designed for linear ASTM D6433 data—Not all pavement evaluation tools are created equal. RoadTRIP® delivers a PAVER™ equivalent PCI prior to import, allowing for initial QC by County staff.

Proper classification of Block & Fatigue cracking—RAS spent significant time developing the algorithm to properly distinguish Block (environmental/age) and Alligator (fatigue). Overall, the industry has been lacking in this area, and it is critical to have this correct for degradation curves and M&R treatment selections.

2.3 Reporting & Final Deliverables

RAS will provide the County with a final report/executive report including study objectives, background information, methodology, inventory of all roads, current pavement conditions for each street functional classification, and network PCI and IRI. In addition, the County will receive statistical charts, graphs, and area maps illustrating all PCI results, pavement type, the overall road quality, and findings from the surveys.

Pavement Condition Index (PCI) Range	Condition Description	Total Area (Yd2)	Total Distance (Centerline Miles)	Percent of Network Miles
86 – 100	Excellent	1,619,152	74.23	18.7%
71 – 85	Very Good	3,224,669	165.83	41.7%
61 – 70	Good	1,536,765	83.83	21.1%
51 – 60	Fair	972,577	52.29	13.1%
41 – 50	Marginal	366,368	19.64	4.9%
26 – 40	Poor	23,258	1.38	0.4%
0 – 25	Very Poor	13,673	0.68	0.1%
Total of Rated Segments		7,756,462	397.88	100.0

The report/plan will be provided for review by County staff and modified based on comments to produce a final report which will be delivered in geodatabase and MS Excel formats, designed for querying and generating customized reports. All collected pavement data will be in a format for use with existing GIS software.

Final Deliverables

The RAS project deliverables represent a series of industry-standard data formats and powerful visualization tools designed to support long-term agency ownership, accessibility, and seamless integration into the County's GIS. The following list details the deliverables the County would receive:

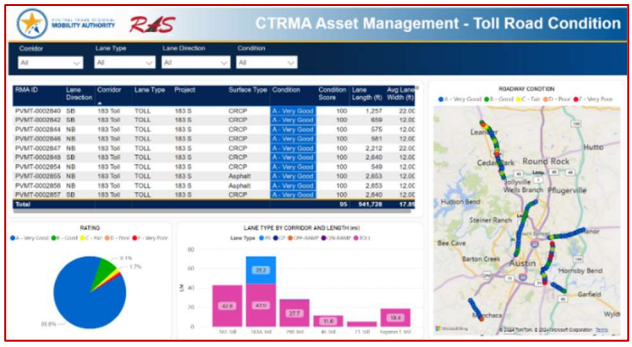
- Microsoft PowerBI Dashboard with Pilot Validation Data.
  - RAS to initially process and rate approximately 10 miles as a function of the RAS Data Quality Management Program; Virtual meeting to review data with County staff.
- A geodatabase containing all processed pavement condition results by segment.
- ArcGIS Online web map portal for publishing of all maps.
- A hard drive containing all 5-views of right-of-way imagery and the downward LCMS imagery along with their associated lat/long information.
- Executive Summary Report with summary statistics for the County road network.
  - Includes summaries for each Precinct.

3.0 Optional Prioritized Multi-Year Plan & Recommendations

RAS has developed a pavement management program called **BOSS™ (Budget Optimization Street Selector)** that is utilized for customized deterioration curves, runs on the logic of cost-of-deferral, and develops prioritized multi-year rehabilitation plans that are financially optimized and ready to be presented to County administrators or elected officials. The benefit of the **BOSS™** program is that the County will have multiple deployment options to meet the County's operational and staffing needs.

3.1 BOSS™ Pavement Analysis Functionality and Configuration

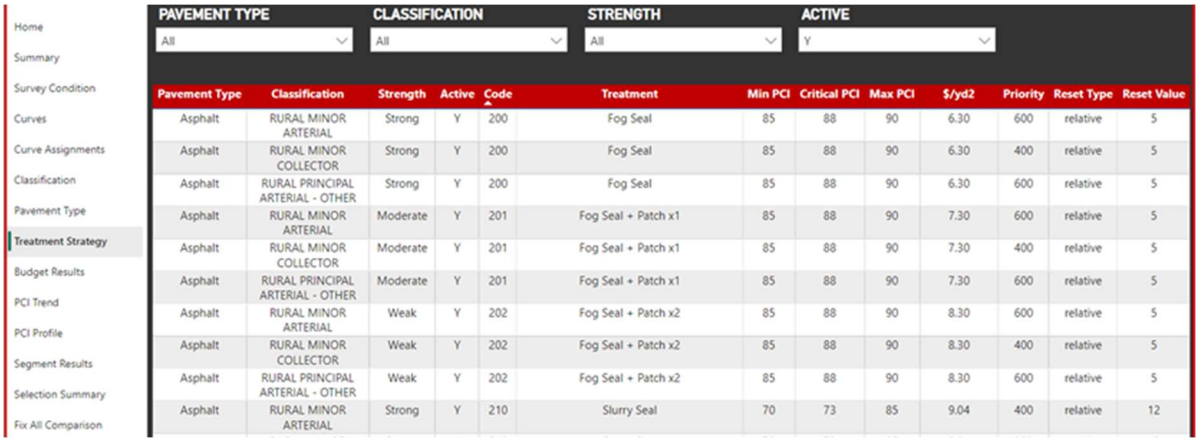
RAS can assist the County with both inventory and condition assessment to enhance the level of service for its business units. RAS can also assist the County with determining the right treatment (prescription) at the right time. The RAS team has vast experience in capital planning (decision trees) of these inventoried assets as they are strategically programmed for replacement, refurbishment, or general maintenance.



RAS would ensure **BOSS™** is setup 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 setup the logic to produce a final maintenance and rehabilitation plan customized for the County's unique constraints. **BOSS™** is a cloud-based application with powerful pavement management algorithms behind it that export the results of the pavement analysis to a user-friendly MS PowerBI interface. All the results are integrated with the County's existing GIS and supplied to the County as a Personal/File Geodatabase for consumption and storage.

BOSS™ involves the following sequences and engagements during the configuration process:

- **Maintenance & Rehabilitation Setup** – to ensure the results of the budget model runs meet the County's expectations, RAS will discuss the current Maintenance and Rehabilitation plan within the pavement analysis setup. This activity will include a review of Min/Max PCI, Breakpoint PCI, decision trees for treatments, real-world impact to PCI, and reset PCI scores.



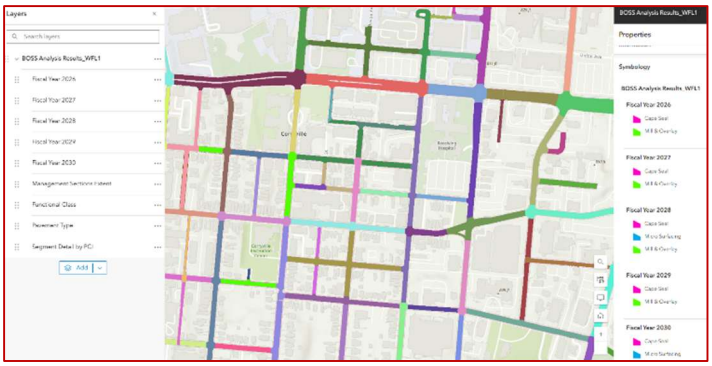
Home
Summary
Survey Condition
Curves
Curve Assignments
Classification
Pavement Type
Treatment Strategy
Budget Results
PCI Trend
PCI Profile
Segment Results
Selection Summary
Fix All Comparison

PAVEMENT TYPE: All | CLASSIFICATION: All | STRENGTH: All | ACTIVE: Y

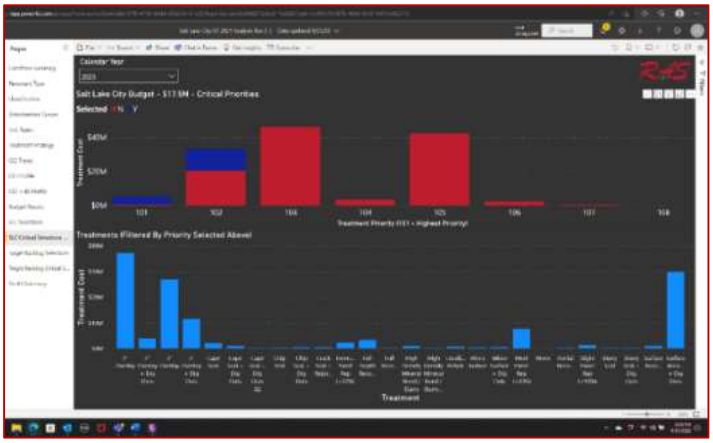
Pavement Type	Classification	Strength	Active	Code	Treatment	Min PCI	Critical PCI	Max PCI	$/yd2	Priority	Reset Type	Reset Value
Asphalt	RURAL MINOR ARTERIAL	Strong	Y	200	Fog Seal	85	88	90	6.30	600	relative	5
Asphalt	RURAL MINOR COLLECTOR	Strong	Y	200	Fog Seal	85	88	90	6.30	400	relative	5
Asphalt	RURAL PRINCIPAL ARTERIAL - OTHER	Strong	Y	200	Fog Seal	85	88	90	6.30	600	relative	5
Asphalt	RURAL MINOR ARTERIAL	Moderate	Y	201	Fog Seal + Patch x1	85	88	90	7.30	600	relative	5
Asphalt	RURAL MINOR COLLECTOR	Moderate	Y	201	Fog Seal + Patch x1	85	88	90	7.30	400	relative	5
Asphalt	RURAL PRINCIPAL ARTERIAL - OTHER	Moderate	Y	201	Fog Seal + Patch x1	85	88	90	7.30	600	relative	5
Asphalt	RURAL MINOR ARTERIAL	Weak	Y	202	Fog Seal + Patch x2	85	88	90	8.30	600	relative	5
Asphalt	RURAL MINOR COLLECTOR	Weak	Y	202	Fog Seal + Patch x2	85	88	90	8.30	400	relative	5
Asphalt	RURAL PRINCIPAL ARTERIAL - OTHER	Weak	Y	202	Fog Seal + Patch x2	85	88	90	8.30	600	relative	5
Asphalt	RURAL MINOR ARTERIAL	Strong	Y	210	Slurry Seal	70	73	85	9.04	400	relative	12

- **Deterioration Curves** – forecasting pavement conditions requires a detailed set of pavement deterioration curves for each roadway traffic classification and pavement material type, as designated by the pavement management system. In addition, the software can be programmed with custom curves for each client's unique realities, such as instances of pre-incorporation and modern design roadways.

- **Management Sections** – the **BOSS™** program includes the ability to stitch segments (blocks) together to form a logical project, also known as a "management section." RAS would work with County staff to review the initial model results and begin "stitching" segments together to form logical projects that best meet the operational needs of the County. The benefit of utilizing management sections is that the **BOSS™** program runs the budgetary scenario at the project level, producing real-world rehabilitation plans that are ready for review, modification, or action.



- **Financial Optimization & Prioritization** – The **BOSS™** analysis uses sound engineering and economic logic to prioritize which street candidates are selected throughout the multi-year plan. While most pavement management programs will prioritize by roadway traffic and condition, a **BOSS™** analysis takes it a step further and introduces financial optimization into candidate selection through the use of a "Need Year" analysis that identifies each segment's cost of deferral. Understanding the "Cost of Segment Deferral" allows the analysis to maximize the County's limited funding.



- **Custom Prioritization** – **BOSS™** is a highly flexible and "open architecture" system that can be configured to accommodate other local priorities such as specific client priorities, project groupings (roadway classification), revenue-generating commercial or tourism districts, demographics, census data, equity lens goals, and virtually any other local priority that may be advantageous to add to the pavement management program. In addition, any major CIP work (underground pipe/utility), intergovernmental (TxDOT), or special projects can be programmed into the software. This process will ensure that the County's goals for managing the overall level of service for the roadways are optimized.

3.2 Budgetary Modeling

RAS would work with the County to establish the 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 existing maintenance and rehabilitation strategies and recommending others that may be a good fit.

The scope will include developing up to 10 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 budget is required to maintain current pavement conditions?**
- **What budget is required to maintain the current network backlog?**
- **What funding is required to sustain a target PCI over the next 5 years?**
- **What budget is required to sustain a target backlog over the next 5 years?**
- **What budget is required to avoid falling below control PCI limit?**
- **What budget is required to avoid falling below control backlog limit?**
- **What will the network PCI and segment level PCI look like if funding levels remain unchanged over 5 years?**

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 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.

4.0 BOSS™ Implementation Options

There is no one size fits all implementation when it comes to pavement management software as every municipal agency has a varying degree of staff, resources, and technical skill sets that are available. **These options are for clients that would like to go beyond the initial pavement management analysis and report delivered by RAS with the base scope of work.**

RAS offers its clients two different solutions for continuing service as follows: **PMaaS or WEB.** PMaaS is where RAS updates the pavement management program monthly/quarterly/annually on behalf of the County and WEB is the "self-service" model where the County runs the software. Regardless of the option selected by the County, it is also worth noting that the RAS team will fully configure **BOSS™** and produce all the analysis results needed to develop a prioritized 5-year plan and final report.

4.1 BOSS™ Pavement Management as a Service (PMaaS): Annual Subscription Model

PMaaS Subscription (Invoiced Monthly, Quarterly, or Semi-annually)

As a dedicated pavement and asset management consultant, RAS is committed to the long-term success and improvement of the County's roadways. As such, RAS can provide on-call pavement and pavement analysis support related specifically to **BOSS™**. Support activities can include the

common tasks identified in the table on the following page or even ad-hoc requests such as running a new scenario requested by County Administration. The annual support subscription is meant to be flexible and provide the County with immediate access to consulting services and RAS' pavement management expertise.

Hours can be used for additional training or even the assignment of tasks to the RAS support team such as programming completed work on a monthly basis, assigning tasks (planned work), modifying management sections when projects do not match their existing geometry, running ad-hoc budgetary scenarios, refreshing PCI, or even simply consulting on best practices related to the use of pavement preservation techniques and pavement design.

The subscription level corresponds with the level of service updates required by each agency and is listed as **BRONZE, SILVER**, **GOLD, PLATINUM,** or **TITANIUM**. PMaaS is an optional service and not a requirement. This service is meant to support the County's annual analysis update requirements if they lack the internal resources or time to complete them internally.

Pavement Management as a Service (PMaaS) Subscription Levels	Bronze - Up to 40 Hours	Silver - Up to 80 Hours	Gold - Up to 120 Hours	Platinum - Up to 160 Hours	Titanium - Up to 200 Hours
Age Condition Data Review	●	●	●	●	●
Completed Work Update	●	●	●	●	●
Planned Work Update	●	●	●	●	●
Update Unit Rates	●	●	●	●	●
Refresh Budgets	●	●	●	●	●
Update Analysis Maps	●	●	●	●	●
GIS Syncronization	●	●	●	●	●
Modify Deterioration Curves		●	●	●	●
Modify Treatment Strategies		●	●	●	●
Update Written Report and Power Bi		●	●	●	●
Modify Super Segments			●	●	●
On-Call Pavement Module Support			●	●	●
Council Presentation Assistance			●	●	●
On-Call Professional Services Support				●	●
Adding Street Segment GIS Inventory				●	●
GIS Assistance with Linework					●

4.2 BOSS™ WEB Model

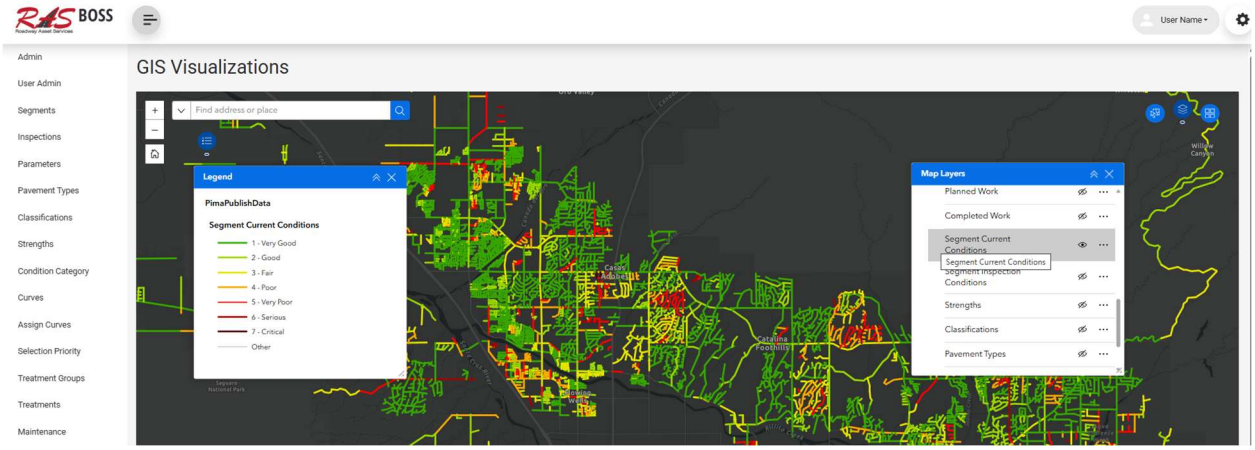
For agencies that would prefer to purchase a license of software and perform their updates in-house, RAS also offers a Web model where an annual license to the web-hosted **BOSS™ WEB** software is purchased. The software is completely web-hosted, and all of the data can be exported to Microsoft Excel or even a customized Microsoft PowerBI dashboard. Access to the software grants the user the ability to add segments to the inventory, edit attributes, modify management section sizes/locations (projects), program completed work, program planned work, modify the customized deterioration curves, re-assign appropriate curves, modify an unlimited number of maintenance and rehabilitation activities, modify priority parameters, run customized budgetary models, and view scenario results. In addition, the **BOSS™ WEB** software can be linked to update the County's GIS via an ArcGIS Online End Point.

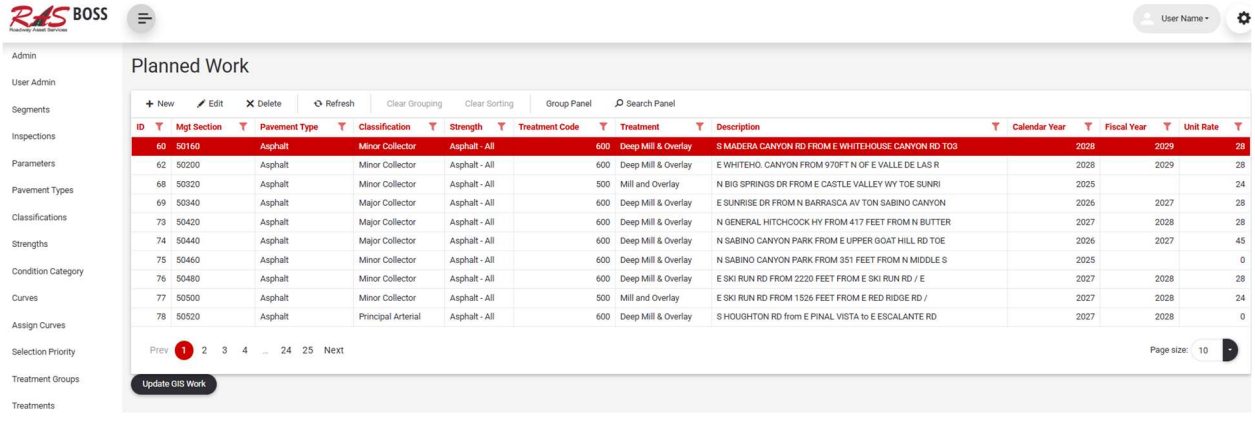
BOSS™
Budget Optimization Street Selector

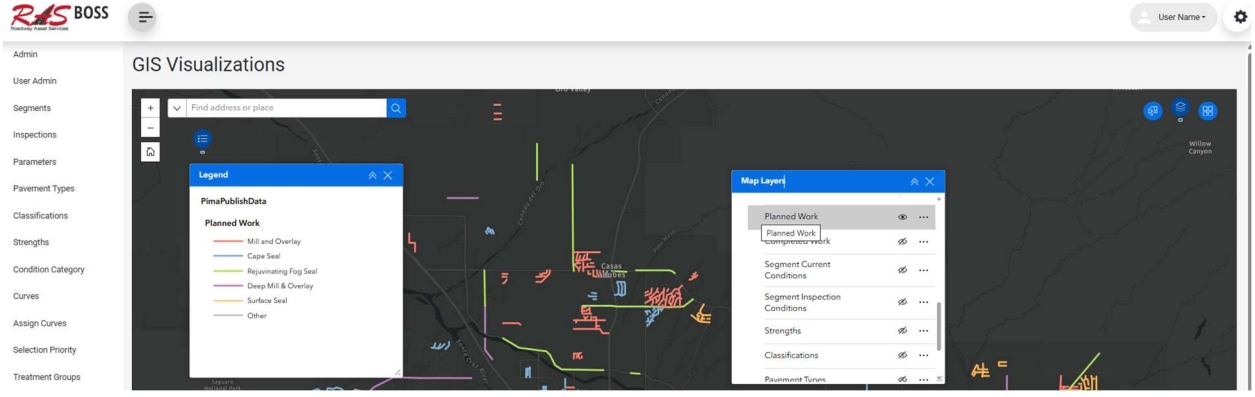
The **BOSS™ WEB** license can be purchased along with a supplemental "Client Success Package." Unlike traditional software companies who only sell "support" to fix bugs in their own software, the

RAS Client Success Package includes access to an RAS analysis mentor whom the County can call when they forget how to update management section sizes, input completed work or complete a new budget model. The RAS mentor provides further guidance, feedback, and training to ensure the ultimate success of the County's staff who is operating the BOSS™ software.

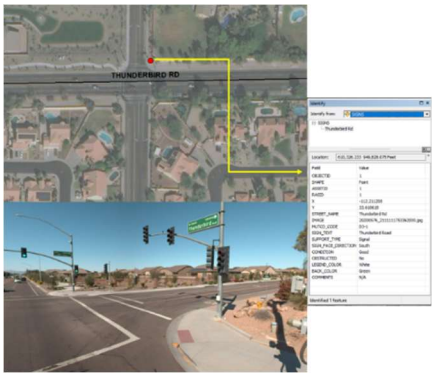
As a part of the **BOSS™ WEB** license subscription, County staff automatically receives a **Bronze Level Client Success Package with up to 40 hours of support** supplied on a use it or lose it basis. These hours are complimentary to ensure the success of County staff and additional hours can be purchased via a supplemental Client Success Package described above.







5.0 Optional ROW Asset Inventory Services



RAS can conduct a ROW asset inventory while data is collected for the pavement condition survey. All HD imagery would be processed in 20-foot intervals along with the downward LCMS for right-of-way asset extraction activities. The imagery would 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/striping, curb and gutter, 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. The standard **Data Dictionary** for a sign/support inventories are 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	Populated from MUTCD Manual
	Sign Text	Text	Stop	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
	Obstructed	Text	No	Identifies if the sign is obstructed: Yes or No
	AssetID (Post)	Integer	200000	Unique GIS identifier for each support
	Post Total	Integer	3	Number of signs affixed to support structure
	Comments	Text	Faded Text	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
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

6.0 Cost Proposal

RAS team members have managed/provided field data collection, performed QA/QC, and developed pavement management plans on numerous similar projects to the scope of services requested in this proposal. Below you will find a summary of the fees associated with the services outlined in this proposal for the County's pavement management needs utilizing the **HGACBuy cooperative contract HP08-25 with RAS serving as a Prime Contractor.** RAS also holds cooperative contracts for pavement management services via BuyBoard and TxShare.

Proposal: Base Scope of Work (Next Page)

This cost scenario includes pavement data collection for 118 centerline miles of arterial/collector roads, professional data validation of a pilot data subset, and an Executive Summary report with summary statistics for the entire network and each Precinct. The County will receive all pavement data via Excel and GIS, all ROW and pavement views at 20-ft intervals, and an ArGIS Online portal with all linear sample and segment-level PCI data. **Total Fee: $59,970.00**

HGACBuy	**CONTRACT PRICING WORKSHEET** **For Catalog & Price Sheet Type Purchases**	**Contract No.:**	HP08-25	**Date Prepared:**	7/13/2026

This Worksheet is prepared by Contractor and given to End User. If a PO is issued, both documents MUST be faxed to H-GAC @ 713-993-4548. Therefore please type or print legibly.

Buying Agency:	Burnet County, Texas	**Contractor:**	Roadway Asset Services, LLC
Contact Person:	Megan Schumann, Assistant Auditor	**Prepared By:**	Bart Williamson, President
Phone:	(512) 756-5412	**Phone:**	(210) 837-5249
Fax:		**Fax:**	
Email:	mschumann@burnetcountytexas.org	**Email:**	bwilliamson@roadwayassetservices.com

Catalog / Price Sheet Name:	**HP08-25_Response_Price_List_Form (RAS)_JUN25**
General Description of Product:	**Pavement & Asset Management Services**

A. Catalog / Price Sheet Items being purchased - Itemize Below - Attach Additional Sheet If Necessary

Quan	Item No	Service Description	Unit Pr	Total
1	1	Project Initiation and Administration	$ 2,430.00	$ 2,430.00
1	2	GIS Centerline Identification & GPS Network Creation	$ 2,475.00	$ 2,475.00
1	3	Field Setup & Mobilization	$ 6,750.00	$ 6,750.00
236	4	Collect Paved Road Network	$ 135.00	$ 31,860.00
236	5	Modified ASTM D6433 [PCI] RoadTRIPTM AI with 100% Rating	$ 54.00	$ 12,744.00
1	6	Virtual RAS Data Reviews	$ 2,025.00	$ 2,025.00
236	7	Pavement Width Verifications	$ 13.50	$ 3,186.00
1	8	Pavement Report without Analysis & Recommendations	$ 15,750.00	$ 15,750.00
				$ -
			Total From Other Sheets, If Any:	
		RAS will bill lump sum based on percent complete for each task item	**Subtotal A:**	**$ 77,220.00**

B. Unpublished Options, Accessory or Service items - Itemize Below - Attach Additional Sheet If Necessary
(Note: Unpublished Items are any which were not submitted and priced in contractor's bid.)

Quan	Description	Unit Pr	Total
			$ -
			$ -
			$ -
			$ -
		Total From Other Sheets, If Any:	
		Subtotal B:	**$ -**

Check: Total cost of Unpublished Options (B) cannot exceed 25% of the total of the Base Unit Price plus Published Options (A+B).	**For this transaction the percentage is:** 0%

C. Other Allowances, Discounts, Trade-Ins, Freight, Make Ready or Miscellaneous Charges

Discount 1 - Local Mobilization Discount	$ (5,250.00)
Discount 2 - Local Cooperative Discount	$ (12,000.00)
Subtotal C:	**$ (17,250.00)**

Delivery Date:		**D. Total Purchase Price (A+B+C):**	**$ 59,970.00**

Optional Services

The tables below include the costs for regularly scoped services by RAS clients. All rates are available via our published HGACBuy cooperative contract.

Task	Optional Pavement Management Services	Units	Unit Cost	Fee
Alt-6	Onsite RAS Data Reviews	1	$3,420.00	$3,420.00
Data-5	BOSS™ Pavement Analysis & Multi-Year Plan	1	$25,000.00	$25,000.00
Data-7	BOSS™ Annual Client Service Package - Silver Level	1	$27,000.00	$27,000.00
Data-8	BOSS™ Annual Client Service Package - Gold Level	1	$36,000.00	$36,000.00

Task	Optional Services	Units	Unit Cost	Fee
ROW-1	Sign & Support Inventory [Units = Lane Miles]	236	$67.50	$15,930.00
ROW-2	Signs, Nighttime Retroreflectivity, visual assessment [Units = Lane Miles]	236	$99.00	$23,364.00
ROW-3	Curb and Gutter Inventory [Units = Lane Miles]	236	$67.50	$15,930.00
ROW-4	Sidewalks Inventory [Units = Lane Miles]	236	$45.00	$10,620.00
ROW-5	Sidewalk Obstructions [Units = Lane Miles]	236	$31.50	$7,434.00
ROW-6	Pedestrian Curb Ramps Inventory [Units = Lane Miles]	236	$40.50	$9,558.00
ROW-7	Pavement Markings [Point] Inventory [Units = Lane Miles]	236	$36.00	$8,496.00
ROW-8	Pavement Striping [Linear] Inventory [Units = Lane Miles]	236	$45.00	$10,620.00
ROW-9	Street Lights Inventory [Units = Lane Miles]	236	$31.50	$7,434.00
ROW-10	Guardrails Inventory [Units = Lane Miles]	236	$27.00	$6,372.00
ROW-11	Bike Lanes and Bike Lane Hazards Inventory [Units = Lane Miles]	236	$27.00	$6,372.00
ROW-12	Bikeway Bollards Inventory [Units = Lane Miles]	236	$22.50	$5,310.00
ROW-13	Medians Inventory [Units = Lane Miles]	236	$63.00	$14,868.00
ROW-14	Traffic Calming Devices Inventory [Units = Lane Miles]	236	$31.50	$7,434.00
ROW-15	Signals Inventory [Units = Lane Miles]	236	$31.50	$7,434.00
ROW-16	Inlets Inventory [Units = Lane Miles]	236	$31.50	$7,434.00
ROW-17	Fire Hydrants Inventory [Units = Lane Miles]	236	$27.00	$6,372.00
ROW-18	Manholes Inventory [Units = Lane Miles]	236	$27.00	$6,372.00
ROW-19	Water Valves Inventory [Units = Lane Miles]	236	$27.00	$6,372.00
ROW-20	Backflow and backflow enclosures Inventory [Units = Lane Miles]	236	$27.00	$6,372.00