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Proposal for Services – FirstStep Pavement Management

July 2026

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Commissioner Precinct 3
Webb County, Texas
1000 Houston Street – First Floor
Loredo, Texas 78040
(956) 523.4625

Re **Webb County, Texas**
Paved Roads Condition Assessment
Unpaved Roads Condition Assessment
Road Stripe Inventory & Conditions
Road Signs Initial Inventory
Special Hazard – Trash & Tire Piles
Streetview Update

We are pleased to coordinate with Webb County to initiate FirstStep Pavement Management.

1.0 Roadway / Pavement Inventory

1.1 Pavement Inventory

- Coordinate with the Client to receive the best available map of all maintained pavements.

2.0 Pavement Management – Inventory Condition Assessment / Distress Patrol

2.1 Pavement Condition Assessment (Network-Level)

- Roadway pavements patrolled by trained inspectors using geolocated video cameras (1080p; 30fps)
- Visual, non-destructive assessment of facility pavements
- Pavement conditions are illustrated as:
 - o **EXCELLENT**
 - A pavement in condition EXCELLENT is in perfect condition
 - No corrective maintenance or preventive maintenance is recommended
 - If any distress is observed – will be localized in nature (see next page for distress descriptions)
 - o **GOOD**
 - Preventive maintenance may be recommended
 - Corrective maintenance is typically not recommended
 - Pavement distress is limited to oxidation, weathering and minor climate related damage
 - Surface distress (if present) is typically low severity and low density (<5%)
 - Structural distress (if present) is both localized and low density (<5%)
 - o **FAIR**
 - Preventive maintenance may be recommended
 - Corrective maintenance may be recommended
 - A variety of pavement distresses may be present
 - Structural distress may be localized as well as global
 - Global Structural damage is low severity / low density
 - o **CRITICAL**
 - A pavement in condition CRITICAL is likely to be LOST (and require reconstruction) within 2 years
 - A variety of pavement distresses may be present
 - Surface and Structural distresses are typically global in nature
 - A combination of corrective and preventive maintenance may be recommended
 - o **LOST**
 - A LOST pavement requires major M&R (Maintenance and Repair/Reconstruction)
 - Shallow, Deep, and/or Full-Depth Reconstruction may be recommended

2.2 Pavement Distress Assessment (Network Level Assessment)

Observed pavement attributes and distress are illustrated as follows:

- o  - Pothole 01 and  - Pothole 02
 - Observed Pothole 01 is of higher importance than observed Pothole 02
 - Pothole 01 is a **Major Pothole** and is typically structural in nature
 - Pothole 02 is a minor pothole and may consist of edge conditions / small popouts
- o  - Surface Distress, Low Density
 - Climate (non-structural) related distress including:
 Surface Cracking, Longitudinal and Transverse Cracking, Block Cracking, Edge Cracking
 Severe Weathering, Raveling, Bleeding, Scaling (PCC), Durability Cracking (PCC)
 - Low Density surface distress may be addressed by hand-application of crack seal (not mass-crack treatment)
- o  - Surface Distress, Medium-High Density
 - Climate (non-structural) related distress including:
 Surface Cracking, Longitudinal and Transverse Cracking, Block Cracking, Edge Cracking
 Severe Weathering, Raveling, Bleeding, Scaling (PCC), Durability Cracking (PCC)
 - Higher density of surface cracking may be better suited to mass-crack treatments rather than hand-applications
- o  - Structural Distress and  - Mass Structural Distress
 - Evidence of structural/durability distress present
 - Depth of structural damage (shallow, deep) is not indicated
 - Distresses include Alligator Cracking, Rutting (High Severity), Depression (High Severity), Utility Cuts
- o  - Drainage / Water Issue
 - Observed drainage issues present on the pavement surface – may be a variety of causes
 - Depression, rutting, drainage (or lack of drainage), etc
- o  - Surface
 - Observed Surface issues present on the pavement surface – may be a variety of causes

2.3 Reporting – Dynamic Roadway Condition Map



Figure 1 – Dynamic Condition Map with Road Condition and Distress Toggle Buttons

2.4 Geolocated Video, Road Book, Project Planner

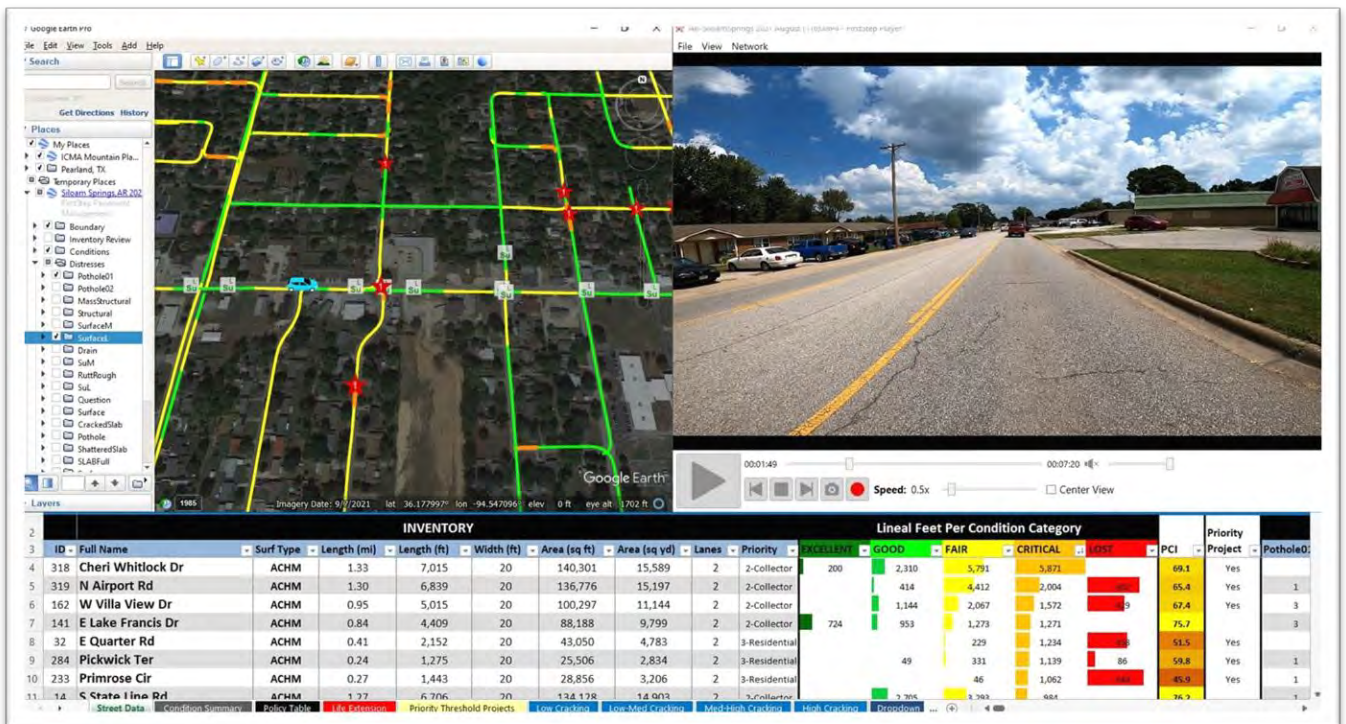


Figure 2 - Condition Map with Video (1080p / 30fps) and Project Planner

3.0 Pavement Striping Inventory and Condition Patrol

- Develop an Inventory of Existing Pavement Striping on Maintained Streets and Roadways.
- The goal is to illustrate the location and conditions of maintained pavement striping.
- The initial Striping Inventory and Conditions are a simple, single-line inventory.
- For street sections containing multiple sets of striping, conditions illustrate the worst conditions.

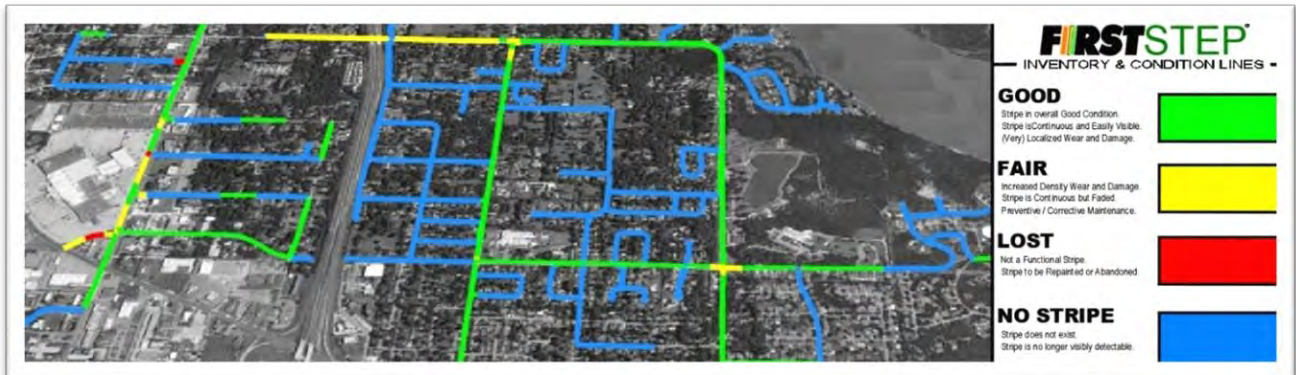


Figure 3 - Street Striping Inventory & Condition Patrol Map

- Similar to the Pavement Management Technique, Striping Condition Lines have geolocated Video.
- Striping Condition Lines will drive two-lane roadways in one direction.



Figure 10 - Geolocated Video, Stripe in **GOOD** Condition



Figure 11 - Geolocated Video, Stripe in **FAIR** Condition



Figure 12 - Geolocated Video, Stripe in **LOST** Condition

4.0 Initial Road Sign Inventory

- Develop an Initial Inventory of maintained Road Signs.
- The goal is to identify and illustrate all observed Road Signs.
- We will make an effort to provide a clear, online photo of each observed Road Sign.



Figure 13 - Initial Road Sign Inventory

- Many (many) signs will be located and labeled.



- Select and Keep only the signs useful for your asset management solution.



- Typical Road Markings.



5.0 Compensation

Webb County, Texas	Method	Fee	Client Selected
Paved Roads Condition and Distress Patrol	Lump Sum	\$5,500.00	☒
Paved Roads 360-Degree Video Collection	Lump Sum	\$3,000.00	☒
UnPaved Roads Condition and Distress Patrol	Lump Sum	\$28,900.00	☒
UnPaved Roads 360-Degree Video Collection	Lump Sum	\$12,500.00	☒
Road Stripe Inventory & Conditions	Lump Sum	Included	☒
Street Signs Initial Inventory	Lump Sum	Included	☒
Special Hazards – Trash & Tire Piles	Lump Sum	Included	☒
	TOTAL:	\$49,900.00	

Based on an inventory of (approx.) 55 Centerline Miles of Hard Surfaced Streets & Roadways
Based on an inventory of (approx.) 289 Centerline Miles of Unpaved Surfaced Streets & Roadways

6.0 Additional Services

Additional Services may be incorporated into your Asset Management Plan.

- Enhanced Site Assessments, Patrols and Reports
 - o Road Edge Condition Patrol
 - o Intersection Sightline Inventory and Conditions
 - o Drainage Inventory (ditch, storm inlets, etc)
 - o Code Compliance / Urban Blight
 - o Sidewalk Inventory & Assessment
 - o Curb & Gutter Inventory & Assessment
 - o Drain Inlet Inventory
 - o Road Surface Type Assessment
 - o Drainage / Ditch Patrol
 - o Storm Sewer / Sanitary Sewer Patrol
 - o Street Sign MUTCD Compliance
 - o Street Sign Condition, Obstruction Study, Intersection Review
 - o Building / Facility Patrol
 - o Urban Forest / Invasive Species
- Custom Patrols / User-Defined Patrols
- Additional site visits at the request of the owner

7.0 Method of Payment

The method of payment is anticipated to be lump sum invoices payable within a 30-day period.

8.0 Deliverables

Standard deliverables include the following:

1. One (1) large, color hard copy suitable for presentation of each selected solution:

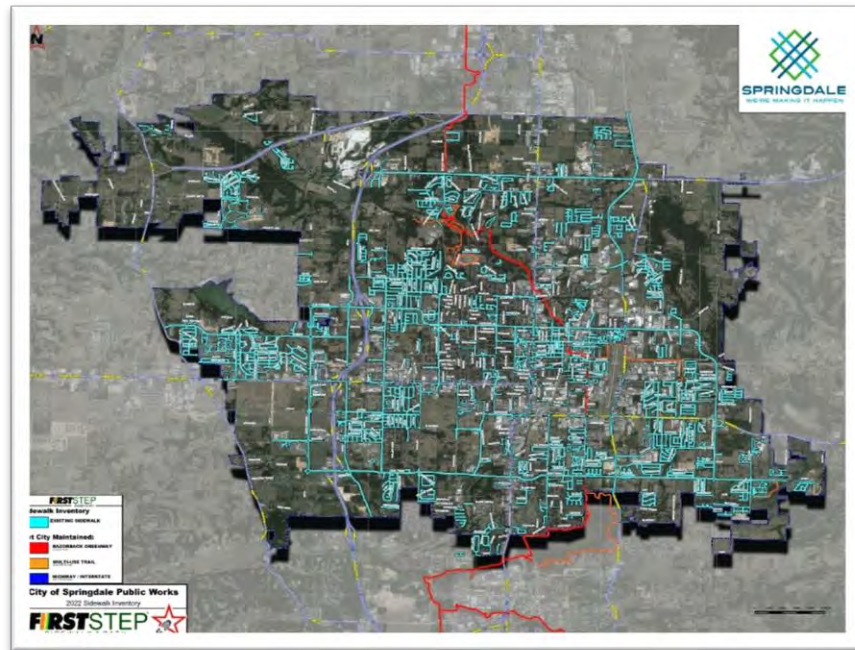


Figure 15 - Large Wall Map (ARCH 'E')

2. Three (3) 8.5"x11" color, bound Inventory, Condition and Distress Books for each selected solution:

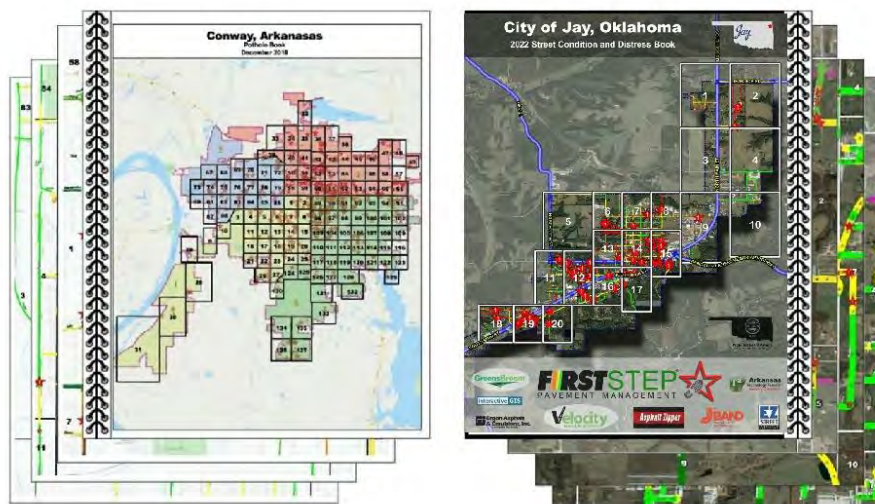


Figure 16 - Distress Books, Custom Reports

3. Full-Sized, Electronic Copies of the Wall Maps and Books (PDFs) for additional printing.
4. Unrestricted electronic copies of produced data and applicable workbooks (Google Earth .KMZ, Excel, etc).
5. Account set-up and login credentials to [FirstStep Online](#) providing web-access to (as applicable):
6. For GIS resources, Shapefiles, JSON, and other common file types are available at No Additional Cost.

We appreciate the opportunity to be of service in the development of your asset management solutions.

Please indicate your acceptance of the terms, scope of work and fee by signing, scanning and returning. A facsimile signature is sufficient to indicate your understanding of the proposed agreement. If you have any questions or concerns, please do not

Webb County's 2026 Road Conditions

FirstStep Pavement Management

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hesitate to call. This proposal is valid for 120 days from receipt. Additionally, the proposal may become null and void 12 months from the date of acceptance by the client, if the work has not been authorized to begin within that time.

Sincerely,



Michael G. Morgan
Program Manager

Agreed to and accepted this date:

Agreed to and accepted this date:

Date

Date

Signature

Signature

Kirstin M. Morgan
Printed Name

Printed Name

Owner
Title / Authorizing Agent

Title / Authorizing Agent