



Attachment A

City of Visalia FY26 Pavement Condition Survey

RAS understands that the City of Visalia, California desires to conduct a field survey of the pavement conditions on all City maintained roadways in accordance with the ASTM Standard D6433 “Standard Practice for Roads and parking Lots Pavement Condition Index (PCI) Surveys.” The PCI based pavement condition survey is to be conducted on approximately 729 survey miles of paved roads in the City limits on each street segment and tagged with a unique ID in the Lucity linked feature-class layer in GIS.

The CONSULTANT (Roadway Asset Services, LLC.) shall provide the following services to the OWNER (City of Visalia, CA):

- Mobile data collection of roadway imagery and pavement distress for approximately 729 survey miles (assumes driving two directions on the arterial and collector roadways)
- ASTM D6433 compliant pavement rating and assessment for approximately 729 survey miles.
- FWD & GPR testing on the arterial and collector roadways for approximately 355 survey miles.
- Inventory the following items: Modified ASTM D6433 PCI & IRI.
- Verify pavement widths using the most recently available aerial photography.
- Conduct an onsite pilot to verify distress data capture with OWNER staff.
- Provide data in an Excel format and Geodatabase format for review purposes.
- Traffic sign inventory that is reconciled with City’s existing sign inventory (gap analysis).
- Load the pavement inspection and sign inventory data to a Lucity test and/or production environment.
- Import legacy data to Lucity. Data to be supplied by OWNER in Excel format that contains the subsegment IDs for all historical data.
- Review/update the analysis operating parameters and configuration of Lucity.
- Update the supersegments as necessary and input new supersegments for new segments.
- Perform a pavement analysis and run the budgetary model updates within Lucity.
- Conduct two half day virtual Lucity training sessions. Training can be broken down into 4 – 2-hour virtual sessions to ease the training as well.
- Deliver a final report explaining the condition results and analysis model forecasts.
- Deployment of RAS Videologger with 5 years of hosting included.
- Client Success Package starting in Year 2 (Lucity pavement analysis support).

Task 1 & 2 – Project Initiation, GIS Centerline Identification, Field Setup, GPS Network Creation, & Mobilization

Upon notice to proceed the CONSULTANT will arrange a kick-off meeting to confirm the project requirements and scheduling. The kick-off meeting will include proposed key personnel and the OWNER’s project members. During the meeting, CONSULTANT will present the proposed Project Approach, which includes project equipment, software, methodology, schedules, and deliverables. The proposed approach will be finalized based on the OWNER requirements and decisions during the meeting. CONSULTANT will request that the OWNER provides an existing Lucity database backup, previous inventory of street conditions, road centerlines, Geographic Information System (GIS) layers, and aerial imagery for project use. Project communication protocol such as documentation, accounting methodologies, and data format, will be confirmed during the meeting.

CONSULTANT will use the existing Lucity linked centerline data and Lucity database provided by the

OWNER and create a pavement database based on the centerline layer. Each road subsegment record in the centerline layer will have a corresponding record in the Lucity pavement database.

CONSULTANT will work with the OWNER to maintain the unique identifier of each of the road segments on the OWNER road network so that the pavement database will maintain a link to the existing GIS data.

CONSULTANT will provide project management for the duration of the project, including coordinating and attending meetings via web meetings or in person with OWNER, data research and collection efforts as required, preparing bi-weekly progress reports, and schedule updates. Bi-weekly progress reports will include the miles collected for the current reporting period as well as cumulative totals.

The CONSULTANT will mobilize to collect roadway data and images for the 729 survey miles of roadway using a Roadway Asset Collection (RAC) vehicle.

Task 1 & 2 Deliverables:

1. The CONSULTANT will deliver bi-weekly progress reports and schedule updates.
2. The CONSULTANT will provide the OWNER with a centerline assessment document for review and approval.
3. The CONSULTANT will conduct a review of the Lucity subsegment/segment features in the synchronized centerlines against the inventory that resides within Lucity. They are assumed to be one-to-one and if additional clean-up is required, RAS will work with City staff to determine the level of effort and cost to conduct any optional Lucity clean-up services.

Task 3 – Collect Street Network Surface Conditions

The CONSULTANT team consists of a driver and operator who will systematically drive the automated data collection vehicle on the road segment listings provided by the OWNER. The CONSULTANT will collect pavement data with two passes on the arterial and collector roadways, while single pass testing residential roadways. CONSULTANT proposes to use its collection vehicle line scan camera with laser illumination and right-of-way cameras to capture pavement and ROW images to be used during the pavement rating process. Unpaved roads will not be surveyed.

CONSULTANT and OWNER to identify approximately 10 miles of roadway for the field validation stage.

CONSULTANT will record all pavement distress data by collecting images at 20-ft maximum intervals with an automated data collection survey vehicle equipped with a Laser Crack Measurement System (LCMS-2) for automated pavement data acquisition, HD camera system for capturing right-of-way imagery and a laser profiler which includes at minimum two-line lasers for capturing roughness and ride data.

CONSULTANT will perform data field collection on paved roads using a state-of-the-art Roadway Asset Collection (RAC) vehicle or similar equipment from our equipment supplier with following systems mounted:

- HD cameras for right-of-way georeferenced images: Forward, Left, Right, and Rear (4 views).
- LCMS-2 pavement 2D/3D imaging.
- Longitudinal profile with 2-line lasers (left and right wheel paths) Distance measuring instrument (DMI) with an accuracy of +/- 0.1%.
- Differentially corrected GPS (DGPS) with an accuracy of +/- 2 feet.
- Applanix POS/LV 220 to compensate for difficult GPS conditions in urban environments.

RAC vehicles collect all pavement and right-of-way images, IMU, DMI and profiler data concurrently.



RAC Automated Data Collection Vehicles

The International Roughness Index (IRI) will be collected using a class 1 road surface profiler. The road surface profiler meets all ASTM E-950 standards for evaluating the smoothness of pavement.



Example Imagery from HD Cameras

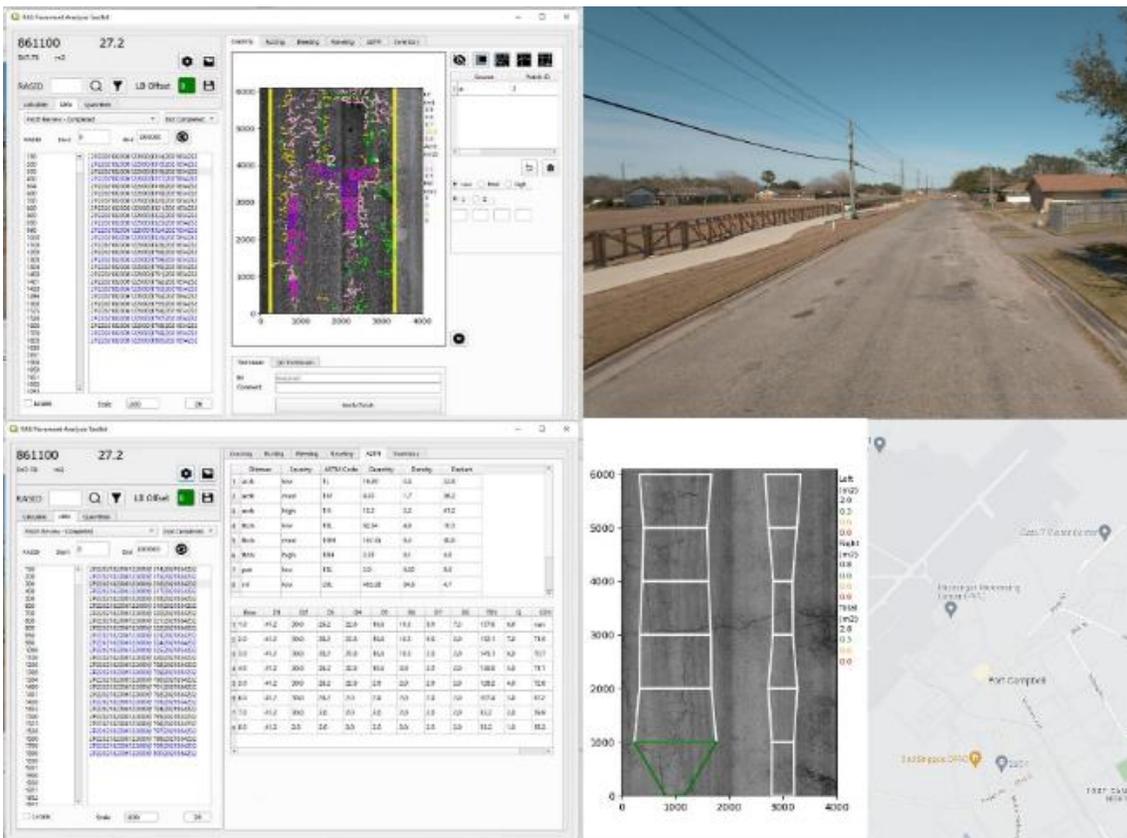
Task 3 Deliverables:

1. CONSULTANT will collect Right-of-Way imagery for all segments collected.
2. CONSULTANT will collect downward-facing LCMS Pavement Imagery for all segments driven.
3. CONSULTANT will collect International Roughness Index (IRI) values for each road segment delivered.

Task 4 – Pavement Condition Index (PCI) - Modified ASTM D6433

CONSULTANT will evaluate the PCI survey results in accordance with ASTM D6433. CONSULTANT will provide 100% survey of all lanes driven using CONSULTANT pavement analysis tool, **RoadTRIP®** (Technical Rating Intelligence Program) to evaluate the pavement condition using automated algorithms per the ASTM D6433 pavement distress rating process including the following distresses: alligator cracking, longitudinal cracking, transverse cracking, block cracking, rutting, weathering, raveling, potholes, and patching. Experienced pavement engineers will review the resultant output for accuracy and make any corrections that may be needed. CONSULTANT will also collect and process network geometrics: GPS, radius of curvature, and grade.

RoadTRIP® software allows the pavement and right-of-way imagery to be synchronized and the distress data to be displayed geospatially to provide another layer of RAS quality assurance.



Pavement Condition Evaluation within **RoadTRIP®**

CONSULTANT will provide final PCI and Distress data in an Excel format and a Geodatabase for review prior to commencing a load to the OWNER’s Lucy test site.

CONSULTANT will communicate with the OWNER to gather required information to define all the distress types. Each collected GIS road segment will be populated with its respective PCI as well as any other derivative indices used to make up the PCI, such as the Roughness Index (RI) and the Structural Index (SI) (if scoped for this project). If the deflection testing is not performed to update the SI during this cycle, historical values can be utilized in place of current values.

Task 4 Deliverables:

1. CONSULTANT will deliver a final GIS file geodatabase containing collected pavement data (containing

the Type, Severity and Extent of distresses along the road segment as defined by the ASTM D6433 methodology), widths, distresses, pavement geometrics, and PCI value.

2. CONSULTANT will deliver a final Excel database file with the same information included in the GIS file geodatabase.

Task 5 – FWD & GPR Testing (Arterials and Collectors Only)

The CONSULTANT will perform Falling Weight Deflectometer (FWD) testing and Ground Penetrating testing for the arterial and collector roadways. Surveys will be conducted at intervals of approximately 500 feet of roadway, with a minimum of one test per road segment. The FWD tests will be conducted in accordance with ASTM D4694 “Standard Test Method for deflection with Falling-Weight-Type Impulse Load Device” and ASTM D4695 “Standard Guide for General Pavement Deflection Measurements”.

The FWD tests will be used to determine the stiffness-related parameters of the pavement structure. A Structural Index (SI) will be back calculated from the FWD sensor data and tied to the existing pavement section (Subsegment ID) as an SI index attribute for each roadway surveyed. FWD testing does not require lane closures, but it is a stop and go process, which will require the use of a shadow vehicle. During discussions with CLIENT, it was determined a shadow vehicle for the FWD testing task will be supplied by a local third party traffic control contractor under the CONSULTANT’s contract and supplied as a part of the services.

The Ground Penetrating Radar (GPR) system can be equipped with two antennas; an air-horn antenna with a frequency of 2.0 GHZ (base scope). A GPS unit with sub-foot precision is mounted with the GPR, so that all the data are geotagged. Experienced project engineers will perform the pavement layer thickness analysis. The raw data is filtered from background noise. Then, the data analysis engineer detects the traces of the interfaces through the entire testing length. CONSULTANT has the capability to provide data and results in both tabular and graphical formats.

Task 5 Deliverables:

1. CONSULTANT will perform FWD testing on the selected roadways by conducting a pass in each direction of travel. The data will be harnessed to back calculate a Structural Index (SI).
2. CONSULTANT will perform GPR testing on the selected roadways by conducting a pass in each direction of travel. The data will be analyzed to deliver a surface layer thickness measurement.
3. CONNSULTANT will populate the pavement inventory (GIS database) with attributes for a Structural Index (SI) and a pavement thickness measurement. Data will be associated to the subsegment ID

Task 6 – Traffic Sign Inventory

CONSULTANT’s Pavement and ROW collection vehicles will collect public right of way asset inventory of 1,091 lane miles. The vehicles will capture images at an interval of approximately 20 feet for both forward and side-facing directions and geo-referenced to the pavement inventory by segment. CONSULTANT will collect the following attributes:

Sign Attributes (Point Feature):

- AssetID
- X,Y Location
- MUTCD Code
- Sign Text
- Photo Image link
- Physical Condition Rating
 - Good: sign is visible, not faded, straight/upright, legible, no graffiti

- Fair: sign has minor to no visual defects with good reflectivity, not faded, straight/upright, legible, no graffiti = sign that may need replacement after 5 or more years
- Poor: sign has many visual defects with poor reflectivity faded, bent, or pushed over (sign panel or post), heavy graffiti; obstructed; not visible or legible = sign needs immediate replacement
- Location (Street Name asset located on)
- Post Total
- Sign Face Direction
 - E, W, N, S, NW, NE, SW, SE, EW, NS
- Travel Direction
 - E
- Comments
- Obstructed
 - Yes
 - No
- Legend Color
- Back Color
- Hump Case
 - Yes
 - No
 - N/A
- Support structure type
 - Wood Pole
 - Bridge
 - U-Channel
 - Utility Pole
 - Mast Arm
 - Pipe
 - Steel Square
 - Streetlight
 - Traffic Signal
 - Other



TASK 6 Deliverables:

1. CONSULTANT will deliver a traffic sign inventory including supports with attributes identified above in a GIS file geodatabase

Task 7 – Pavement Width Verifications

The CONSULTANT will use aerial imagery and the images from the RAC camera system to capture the width of pavement for each street segment to compare with any existing database information. CONSULTANT will capture multiple widths for each pavement segment, including noticeable width changes (including turn lanes) to ensure an acceptable average width per segment is acquired for budgetary modeling purposes and load to Lucity. Lengths for each pavement segment will be verified from the RAC vehicle’s GPS and IMU data and compared to the existing database.

Task 7 Deliverables:

1. CONSULTANT will deliver the width and length measurements as an attribute within the final dataset.

Task 8 – Onsite RAS Data Reviews of Pilot Roads

CONSULTANT will conduct an onsite pilot verification of approximately 10 miles of roadway, based on selection by the OWNER, to provide a preliminary review of the condition data and resulting PCI scores. CONSULTANT will perform a field evaluation, coordinated to include the OWNER, to review the field conditions and compare to the evaluation and PCI results.

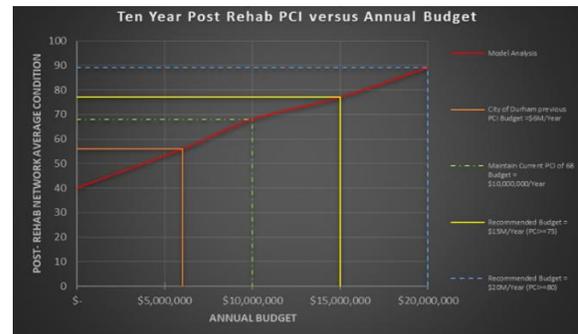
Task 8 Deliverables:

1. CONSULTANT will deliver results of the pilot study in Excel format
2. CONSULTANT will conduct an onsite field validation of the results with the OWNER.

Task 9 & 10 – Spatial Analysis & Development of SuperSegments & Lucity Configuration, Pavement Analysis, Budget Scenarios, 5-Year Plan

The CONSULTANT will review the existing configuration of the OWNER’s Lucity pavement module to ensure the operating parameters are up to date. Operating parameter review includes the following:

- Review of existing Supersegment layer and recommendations after discussions with City staff
- Development and modification of the Lucity linked Supersegment layer
- Proper use of condition indices such as SDI, RI, and SI to calculate final PCI
- Maintenance & rehabilitation activity review/update – PCI triggers and costs
- Deterioration curve review and update
- Input of completed work into the OWNER’s production Lucity environment
- Input of planned work into the OWNER’s production Lucity environment
- Budgetary model setup and development. Model runs to include the following:
 - Fix all scenario
 - Do nothing scenario
 - Steady state PCI scenario
 - Steady state backlog scenario
 - Current OWNER funding scenario
 - Desired level of service scenario
 - Custom profile scenario #1
 - Custom profile scenario #2



CONSULTANT will work with the OWNER to review and develop constraints and criteria for development of the budget scenarios, including review of typical maintenance treatments used by the OWNER, development of improvement impacts for each treatment, and unit rate costs for each maintenance treatment.

Task 9 & 10 Deliverables:

1. CONSULTANT will develop spatially optimized SuperSegments that adhere to the City’s operational objectives for project selections and sizes.
2. CONSULTANT will provide consultation with the OWNER to configure the analysis operating parameters for the analysis in the Lucity software.
3. CONSULTANT will export the results and deliver the multi-year budget scenarios based upon OWNER’s criteria and budget as defined during the analysis parameter meetings between CONSULTANT and OWNER.

Task 11 – City Staff Lucity Training

CONSULTANT will conduct a training program covering the basic use of the Lucity pavement module, the logic behind the configuration of Lucity analysis modules, basic inventory management, and suggestions for regular diagnostic reviews to ensure the system is functioning successfully (i.e. all subsegments have a corresponding supersegment, all subsegments have a functional class, all subsegments have a degradation curve, etc.). The training program will cover a total of 8-hours of training. The OWNER and CONSULTANT will determine if the training sessions are to be broken into 2-hour or 4-hour sessions. The CONSULTANT has found that 2-hour session blocks seem to be the most successful to schedule with most municipal agencies. Training is tailored for each agency and can include the following topics:

- System Introduction, Critical Information, Pitfalls, and Data QA/QC Checks (Pavements, Classifications, Current PCI, etc.)
- Supersegments, Condition Data, Analyzed Roads
- Parameters (COD, Critical Zone, Spreadsheet)
- Modeling Overview & Components
- Setup Treatments and Budgets
- Run Additional Budgets, QC Results
- Data Visualization / Review of Results

Task 11 Deliverables:

1. CONSULTANT will perform remote training sessions for OWNER staff.
2. OWNER to provide recording of the training sessions.

Task 13 – Software Data Import: Pavement Condition & Sign Inventory (Lucity/CentralSquare)

OWNER to provide CONSULTANT with legacy pavement inventory attribution (such as completed work) in Excel format for formatting and prep to import to Lucity. All legacy data must have a corresponding Lucity subsegment ID for legacy data import activities.

The CONSULTANT will package up the legacy data, 2026 pavement attribute and inspection data, updated sign inventory (gap analysis), and load it to a Lucity test environment (if available) for OWNER review. Upon acceptance of the OWNER, CONSULTANT will initiate the load to the OWNER's production Lucity environment.

Task 13 Deliverables:

1. CONSULTANT will first load the inspection data to a test environment and proceed to the production environment after acceptance by OWNER staff.

Task 14 – Executive Summary Report & Final Deliverables

CONSULTANT will deliver an Executive Summary and Final Pavement Condition Index Report for the project including:

- Executive Summary.
- Project scope & methodology
- Pavement Condition Assessment
- Pavement Condition Index (PCI) Calculation
- International Roughness Index (IRI) Calculation
- Structural Index Calculation (SI) – if added to the scope of services
- Street segment PCI results throughout the network.

- Street segment IRI results throughout the network.
- Pavement maintenance, preservation, and rehabilitation funding
- Deterioration curves
- Treatment activities and costs
- Budget scenarios
- Overall summary

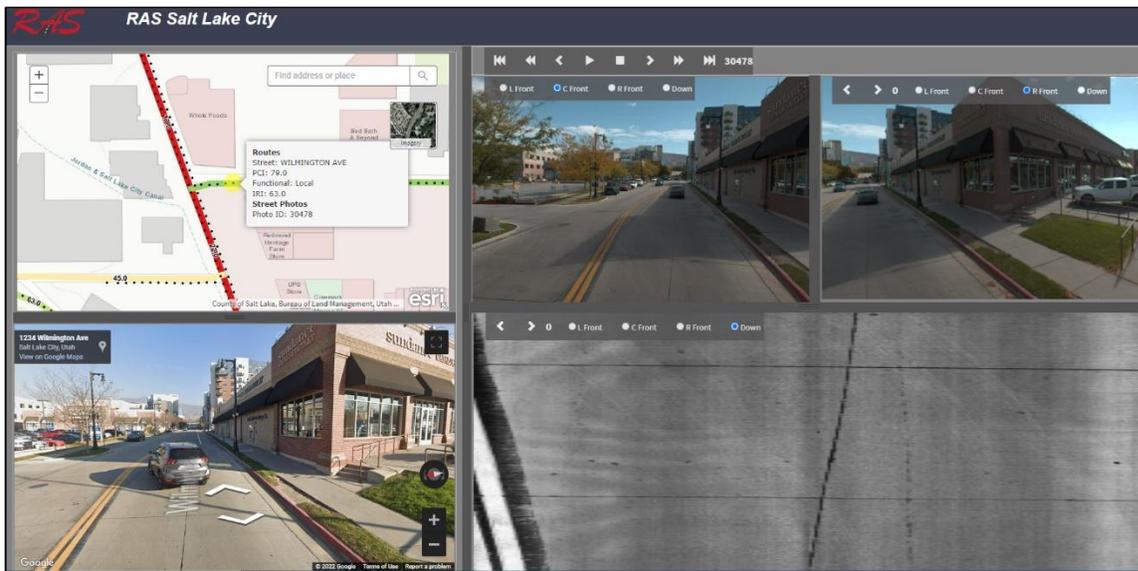
Task 14 Deliverables:

1. PDF report deliverable with AGOL access to report maps.
2. Exhibits to include network PCI and street segment length, lanes, and pavement type.
3. Appendices to include distress definitions, review of technology equipment utilized, review of QA/QC program, and a description of the LCMS device.

Task 15 – Videologger Configuration, Deployment, and 5-years of annual hosting

CONSULTANT will configure and deploy a web-hosted videologger to allow OWNER to perform a virtual drive along the roadway without leaving the office. All right-of-way imagery will be loaded to the videologger in addition to the orthogonal LCMS pavement view used for inspections. The video logger will include an embedded map where the segment level PCI's can also be displayed. The videologger is static in nature and not synchronized with the City's Lucity Web environment.

Year 1 of the videologger will include configuration, deployment, and hosting. In addition, the scope includes an additional 4-year of videologger hosting.



Task 15 Deliverables:

1. CONSULTANT will configure, deploy, and deliver URL access to City staff.
2. An additional 4-years of videologger hosting, starting in Year 2.

Task 16 – Client Success Support Package – PmaaS Bronze Level (Starting in Year 2)

As a dedicated pavement and asset management consultant, RAS is committed to the long-term success and improvement of the City’s roadways. As such, RAS can provide on-call pavement and pavement analysis support related specifically to Lucity and/or the industry itself. The 12-month support subscription is meant to be flexible and provide the City with access to consulting services that are dedicated to the use of the Lucity pavement module and pavement/asset management expertise. Hours can be used for additional training or even the assignment of tasks to the RAS support team such as programming in City completed work, assigning tasks (planned work), modifying supersegments 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. The most common use of these support services is a complete refresh of the analysis results in Year 2, after the City has completed one full year of work. The bronze package includes up to 85 hours of support.

Task 16 Deliverables:

1. Up to 85 hours of support related to pavement management, pavement analysis, or even the use of the Lucity pavement modules.

Attachment B

City of Visalia FY26 Pavement Condition Survey

The CONSULTANT fee structure for this assignment can be found below with the compiled tasks to illustrate the full scope of this project. The CONSULTANT fees are based on the proposed scope of work as outlined in Attachment A.

Base Scope of Work

City of Visalia Update of the City's Pavement Management Program				
Task	Description	Units	Unit Cost	Fee
Base Services				
1	Project Initiation & GIS Centerline Identification	1	\$1,949.50	\$1,949.50
2	Field Set-Up, GPS Network Creation, & Mobilization	1	\$8,000.00	\$8,000.00
3	Collect Street Network Surface Conditions [Units = Test Miles]	729	\$100.00	\$72,900.00
4a	Pavement Condition Index (PCI) - Modified ASTM D6433 [Units = Test Miles]	729	\$42.00	\$30,618.00
4b	Network Geometrics Collection and Reporting [Units = Test Miles]	729	\$15.00	\$10,935.00
5a	FWD Mobilization & Calibration	1	\$7,800.00	\$7,800.00
5b	FWD Traffic Control [Units = Hours]* Estimated Fee	291	\$200.00	\$58,200.00
5c	FWD Testing and Analysis (Arterials & Collectors Only) [Units = Test Miles]	355	\$272.60	\$96,773.00
5d	GPR Testing and Analysis (Arterials & Collectors) [Units = Test Miles]	355	\$150.70	\$53,498.50
6	Traffic Sign Inventory [Units = RAS Lane Miles] (Gap Analysis)	1,091	\$45.00	\$49,095.00
7	Pavement Width Verifications [Units = RAS Lane Miles]	1,104	\$8.00	\$8,832.00
8	Onsite RAS Data Reviews of Pilot Roads	1	\$3,500.00	\$3,500.00
9	Spatial Analysis & Development of SuperSegments [Units = RAS Lane Miles]	1,104	\$7.00	\$7,728.00
10	Lucity Configuration, Pavement Analysis, Budget Scenarios, 5-Year Plan	1	\$20,000.00	\$20,000.00
11	City Staff Lucity Training: Two (2) Half-Day Training Sessions	1	\$3,000.00	\$3,000.00
13a	Format Legacy [Pavement Data in XLSX] Data for Import to Lucity 2025.3	1	\$1,500.00	\$1,500.00
13b	2026 & Legacy Pavement Data Import to Lucity 2025.3	1	\$8,500.00	\$8,500.00
13c	ROW Asset Data and Imagery Import to Lucity 2025.3 [Per Asset Feature Class]	1	\$7,000.00	\$7,000.00
14	Executive Summary Report & Final Deliverables (Including Imagery)	1	\$10,000.00	\$10,000.00
15a	RAS Videologger Configuration & Deployment (Year 1)	1	\$8,500.00	\$8,500.00
15b	RAS Videologger Hosting [Annual Fee] (Starting in Year 2)	4	\$2,900.00	\$11,600.00
16	Client Success Package - PMaaS Bronze Level (Starting in Year 2)	1	\$20,000.00	\$20,000.00
Base Services Sub-Total:				\$499,929.00

Assumptions:

- CONSULTANT to consume OWNER GIS centerline for developing survey mileage.
- OWNER's Lucity database and synchronized GIS centerlines should retain a one-to-one relationship.
- Arterial and collector roadways will be surveyed once in each direction, and the local roadways will be surveyed in a single direction.
 - CONSULTANT to survey 729 miles of paved roadways.
- FWD and GPR testing is to be conducted on arterial and collector roadways in each direction with a

minimum of 1 test per segment; CONSULTANT to survey 355 test miles.

- Roads are to be surveyed when free of debris and standing water at temperatures between 40- and 90-degrees Fahrenheit.
- Bill monthly, lump sum based on percent complete for each task item. Fees are inclusive of labor and expenses.

Optional Services

Task	Description	Units	Unit Cost	Fee
Optional Services				
17	Pavement Markings/Striping Inventory & Assessment [Units = RAS Lane Miles - No Locals]	355	\$80.00	\$28,400.00
18	Pedestrian Curb Ramps Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$32.00	\$34,912.00
19	Sidewalk Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$44.00	\$48,004.00
20	Sidewalk Obstructions Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$30.00	\$32,730.00
21	Curb and Gutter Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$55.00	\$60,005.00
22	Traffic Signals Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$29.00	\$31,639.00
23	Streetlights Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$30.00	\$32,730.00
24	Storm Inlets and Catch Basins Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$25.00	\$27,275.00
25	Guardrails Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$48.00	\$52,368.00
26	Barriers/Retaining Walls Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$42.00	\$45,822.00
27	Bike Lanes Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$50.00	\$54,550.00
28	Driveways Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$55.00	\$60,005.00
29	Fire Hydrants Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$25.00	\$27,275.00
30	Manholes Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$25.00	\$27,275.00
31	Utility Poles Inventory & Assessment [Units = RAS Lane Miles]	1,091	\$30.00	\$32,730.00

⁴RAS Lane Miles (for ROW Assets) reflect double the centerline mileage; extraction from both sides of the roadway.

Annual PMaaS Service Models

Task	Optional Annual PMaaS Support Packages	Units	Unit Cost	Fee
32	Client Success Package - PMaaS Bronze Level (Starting in Year 2)	1	\$20,000.00	\$20,000.00
33	Client Success Package - PMaaS Silver Level (Starting in Year 2)	1	\$27,000.00	\$27,000.00
34	Client Success Package - PMaaS Gold Level (Starting in Year 2)	1	\$36,000.00	\$36,000.00
35	Client Success Package - PMaaS Platinum Level (Starting in Year 2)	1	\$49,500.00	\$49,500.00
36	Client Success Package - PMaaS Titanium Level (Starting in Year 2)	1	\$63,000.00	\$63,000.00



Hourly Rate Schedule

Task	RAS Hourly Billing Rates	Units	Unit Cost	Fee
37	Data Collection Specialist	1	\$97.26	\$97.26
38	GIS Technician	1	\$112.74	\$112.74
39	GIS Analyst	1	\$121.18	\$121.18
40	Database Administrator	1	\$121.18	\$121.18
41	Senior GIS Analyst	1	\$144.61	\$144.61
42	Project Engineer	1	\$150.15	\$150.15
43	Senior Database Administrator	1	\$165.58	\$165.58
44	Project Manager	1	\$173.25	\$173.25
45	Senior Project Engineer	1	\$183.92	\$183.92
46	Senior Project Manager	1	\$207.91	\$207.91
47	Pavement Consultant	1	\$236.13	\$236.13
48	Senior Pavement Consultant	1	\$271.84	\$271.84
49	Principal-in-Charge	1	\$291.17	\$291.17