

**RESOLUTION NO. 2026-78**

**TO ENTER INTO AN AGREEMENT WITH FIRSTSTEP PAVEMENT MANAGEMENT, LLC  
FOR PROFESSIONAL SERVICES**

WHEREAS, the City of Cullman has determined that entering into an agreement with FirstStep Pavement Management, LLC serves a public and municipal purpose by assessing the conditions of the streets, sidewalks, curbs, gutters, roadway markings, and road signage; and

NOW THEREFORE, BE IT RESOLVED by the City Council for the City of Cullman that Mayor Woody Jacobs is hereby authorized to enter into an agreement with FirstStep Pavement Management, LLC., in an amount not to exceed \$79,500, under the terms and conditions as he deems just.

ADOPTED BY THE CITY COUNCIL this the 9th day of March, 2026.

\_\_\_\_\_  
President of the City Council

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED BY THE MAYOR this the 9th day of March, 2026.

\_\_\_\_\_  
Mayor

### COUNCIL AGENDA REQUEST

Date: 03/05/2026

Department: Engineering Name: Erica York

Phone: 2557273430 Email: eyork@cullmanal.gov

Type of request (select all that apply):

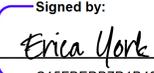
- Alcohol License
- Budget Amendment
- Contract Approval
- Public Comment
- Special Event
- Other
- Annexation
- Change Order
- Petition
- Resolution
- Tax Abatement
- Bid Award
- Codification Change
- Proclamations
- Rezoning
- Variance

Reason for Request:

Updated quote for First Step Pavement Management Software

Supporting Documentation:

Attach supporting documentation.

Signature:  

Signed by: Erica York  
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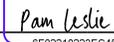
Approval Sequence:

1. Administration – City Clerk’s Office

Verifies form is completed and proper documentation is attached.

Approved to Move Forward  Rejected  Return to Requestor

Comments:

Signature:  Date: March 5, 2026 | 1:42 PM CST

Signed by: Pam Leslie  
8F02210223EC457...

2. Council Committee Chairperson - Jason Willoughby

Ensures necessity of the request.

Approved to Move Forward  Rejected  Return to Admin

Comments:

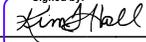
Signature:  Date: March 5, 2026 | 3:11 PM CST

Signed by: Jason Willoughby  
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3. Council President

Approved for Council Agenda  Rejected  Return to Committee

Comments:

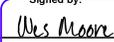
Signature:  Date: March 5, 2026 | 3:39 PM CST

Signed by: Kim Hall  
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4. Administration – City Clerk’s Office

Added to Council Agenda Date of Meeting: 03/09/2026

Comments:

Signature:  Date: 03/05/2026

Signed by: Wes Moore  
8F02210223EC457...



(479) 422-7687 [www.FSPavement.com](http://www.FSPavement.com) [Team@FSPavement.com](mailto:Team@FSPavement.com)

**Proposal for Services – FirstStep Pavement Management**

March 2026

**Erica York, P.E., CFM**  
**City Engineer**  
**Cullman Alabama Engineering**  
204 2<sup>nd</sup> Avenue NE  
Cullman, AL 35056-0278  
(256) 775-7109

Re **City of Cullman, Alabama**  
Street Inventory & Condition Assessment  
Sidewalk Inventory & Distress  
Curb & Gutter Inventory & Distress  
Street Stripe Inventory & Conditions  
Street Signs Initial Inventory  
Streetview Update

We are excited to work with Cullman, Alabama’s Engineering Department 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 streets maintained.
- Using this map information, create an inventory and associated condition map information.

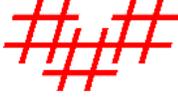
**2.0 Pavement Management – Inventory Condition Assessment / Distress Patrol**

**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:
  - **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)
  - **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%)
  - **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
  - **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
  - **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:

-  - 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
  
-  - 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)
  
-  - 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
  
-  - 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
  
-  - 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
  
-  - 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

INVENTORY										Lineal Feet Per Condition Category					PCI	Priority Project	Pothole01
ID	Full Name	Surf Type	Length (mi)	Length (ft)	Width (ft)	Area (sq ft)	Area (sq yd)	Lanes	Priority	EXCELLENT	GOOD	FAIR	CRITICAL	POOR			
318	Cheri Whitlock Dr	ACHM	1.33	7,015	20	140,301	15,589	2	2-Collector	200	2,310	5,791	5,871	69.1	Yes		
319	N Airport Rd	ACHM	1.30	6,839	20	136,776	15,197	2	2-Collector	414	4,412	2,004	86	65.4	Yes	1	
162	W Villa View Dr	ACHM	0.95	5,015	20	100,297	11,144	2	2-Collector	1,144	2,067	1,572	89	67.4	Yes	3	
141	E Lake Francis Dr	ACHM	0.84	4,409	20	88,188	9,799	2	2-Collector	724	953	1,273	1,271	75.7	Yes	3	
32	E Quarter Rd	ACHM	0.41	2,152	20	43,050	4,783	2	3-Residential		229	1,234	86	51.5	Yes		
284	Pickwick Ter	ACHM	0.24	1,275	20	25,506	2,834	2	3-Residential	49	331	1,139	86	59.8	Yes	1	
233	Primrose Cir	ACHM	0.27	1,443	20	28,856	3,206	2	3-Residential		46	1,062	86	45.9	Yes	1	
14	State Line Rd	ACHM	1.27	6,706	20	134,128	14,913	2	2-Collector	3,206	3,203	984	86	76.2	Yes	1	

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

### 3.0 Sidewalk Inventory

#### 3.1 Sidewalk Inventory

- Receive (if available) existing data (construction history, work/maintenance/cost history, etc).
- Develop the Initial Inventory of existing, maintained Sidewalks.
  - Identify existing, hard-surfaced, publicly maintained sidewalks.
- The primary goal is to identify and illustrate the total linear feet the client currently maintains.
- The initial inventory is a simple, single-line inventory.
- The initial inventory does not include widths, ramps, slope, etc. – these items may be identified and evaluated as an additional service after the initial inventory is complete.



Figure 3-Initial Sidewalk Inventory

#### 3.2 Sidewalk Patrol – 360-Degree Video

- Using the Sidewalk Inventory, we will drive all streets adjacent to sidewalks with a 360-Degree Camera.
- 360-Degree Video data will be available to the City and used to update Google Street View imagery.



Figure 4 - 360 Degree Video Collection

## 4.0 Sidewalk Distress

### 4.1 Initial Sidewalk Inventory is Completed

### 4.2 Sidewalk Distress Assessment

- Will collect and make available 360-Degree Video of all streets lined with City Maintained Sidewalks.
- Sidewalk Distress Review illustrates the general sidewalk conditions and distresses, allowing the user to quickly review and investigate specific areas of concern.



Figure 5 - Sidewalk Conditions and Distresses

### 2.3 Sidewalk Conditions

#### GOOD

- Sidewalk network in this area is complete and intact.
- Preventive maintenance may be recommended.
- Corrective maintenance is not required unless localized.

#### FAIR

- Sidewalk network in this area is showing signs of wear, but is still intact.
- Preventive or Corrective maintenance may be recommended.
- A variety of sidewalk distresses may be present.
- Structural distress may be localized as well as global.

#### LOST

- Sidewalk network in this area is badly damaged and may not be intact.
- A LOST section of sidewalk requires major M&R (Maintenance and Repair/Reconstruction).

### 3.3 Sidewalk Distress – Observed Sidewalk attributes and distress are illustrated as:

-  - Attention Suggested       - Hazard (Most Important), Attention Required
  - Observed area within the sidewalk network requires attention.
  - Typically a section of sidewalk that exhibits significant damage
-  - Structural Distress and  - Mass Structural Distress
  - Evidence of structural/durability distress present, Observed heaving.
  - Depth of structural damage (shallow, deep) is not indicated.
  - Distresses include shattered slab, alligator cracking, Rutting (High Severity), Depression, Utility Cuts.
-  - Surface Distress – Low, Medium, to 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).
-  - Drainage / Water Issue
  - Observed drainage issues present on or around the sidewalk surface – may be a variety of causes.
  - Depression, water leak, springwater, drainage (or lack of drainage), roof drains, etc.

## 5.0 Curb & Gutter Inventory

### 5.1 Curb & Gutter Inventory

- Receive (if available) existing curb & gutter data.
- Develop the Initial Inventory of existing, maintained curb & gutters.
- The primary goal is to identify and illustrate the maintained network.
- The initial inventory is a simple, single-line inventory.
- The initial inventory does not include widths, ramps, slope, drain inlets, etc. – these items may be identified and evaluated as an additional service after the initial inventory is complete.



Figure 6-Initial Curb & Gutter Inventory

## 6.0 Curb & Gutter Distress

### 6.1 Initial Curb & Gutter Inventory is Completed

### 6.2 Curb & Gutter Distress Assessment

- Curb & Gutter Distress Review illustrates the general conditions and distresses, allowing the user to quickly review and investigate specific areas of concern.



Figure 7 – Curb & Gutter Distresses

### 3.3 Curb & Gutter Distress – Observed attributes and distress are illustrated as:

-  - Attention Suggested
-  - Hazard (Most Important), Attention Required
-  - Structural Distress and  - Mass Structural Distress
-  - Surface Distress – Low, Medium, to High Density
-  - Drainage / Water Issue

## 7.0 Street 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.

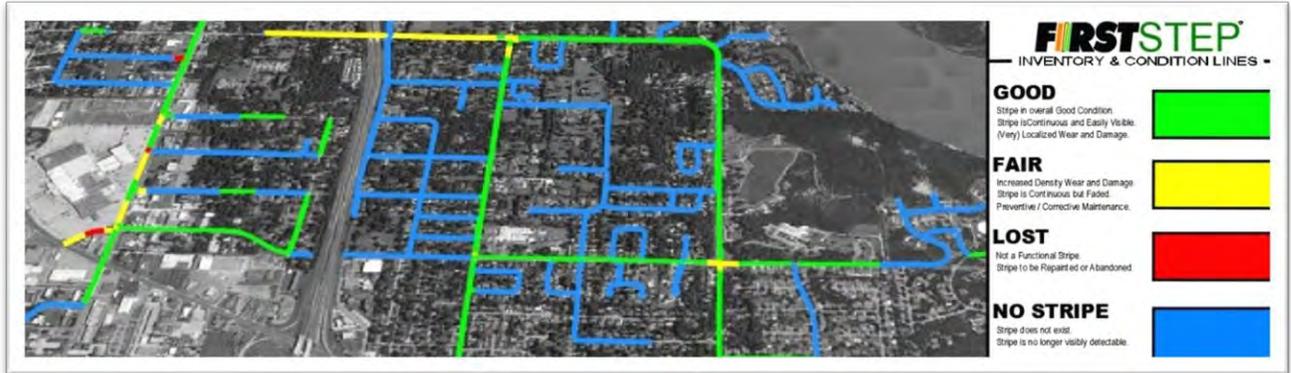


Figure 8 - Street Striping Inventory & Condition Patrol Map

- 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

## 8.0 Initial Street Name 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.



## 9.0 Compensation

<b>City of Cullman, Alabama</b>	<b>Method</b>	<b>Fee</b>
<b>Street Inventory &amp; Conditions and Distress Patrol</b>	<b>Lump Sum</b>	<b>\$19,500.00</b>
<b>Sidewalk Inventory &amp; Distress</b>	<b>Lump Sum</b>	<b>\$15,500.00</b>
<b>Curb &amp; Gutter Inventory &amp; Distress</b>	<b>Lump Sum</b>	<b>\$15,500.00</b>
<b>Street Stripe Inventory &amp; Conditions</b>	<b>Lump Sum</b>	<b>\$9,500.00</b>
<b>Street Name Signs Initial Inventory</b>	<b>Lump Sum</b>	<b>\$19,500.00</b>
	<b>TOTAL:</b>	<b>\$79,500.00</b>

\*Based on an inventory of (approx.) 215 centerline miles of hard-surfaced maintained streets.

## 10.0 Additional Services

Additional Services may be incorporated into your Asset Management Plan.

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

## 11.0 Method of Payment

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

## 12.0 Deliverables

Standard deliverables include the following:

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

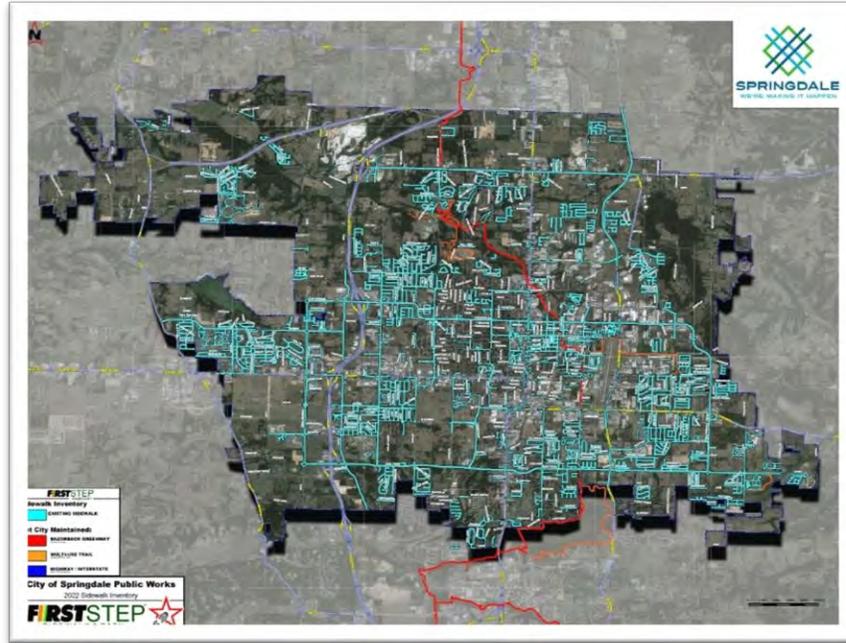


Figure 15 - Large Wall Map (ARCH 'E')

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

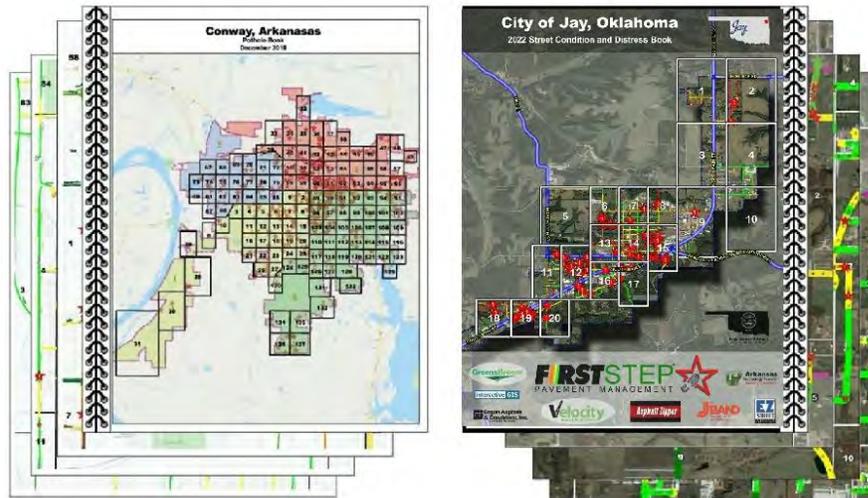


Figure 16 - Distress Books, Custom Reports

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.

**City of Cullman Alabama**  
FirstStep Pavement Management  
Page 11  
[March 2026](#)

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 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  
Project 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