RESPONSE TO REQUEST FOR PROPOSALS
PAVEMENT MANAGEMENT PROJECT
CITY OF SANDERSVILLE, GEORGIA

RFP # 2026-10

Due: August 25, 2026, at 3:00 PM ET

CONTENTS

1. COVER LETTER

August 25, 2026

Travis Fort, Purchasing Agent

City of Sandersville
P.O. Box 71
141 W. Haynes Street, Sandersville, GA 31082

RE: RFP #2026-10 — Pavement Management Project, City of Sandersville Public Works Department

Dear Mr. Fort and Members of the Evaluation Committee,

Citylogix (StreetScan USA Inc., DBA Citylogix) is pleased to submit this proposal in response to the City of Sandersville's Request for Proposals for an AI-based, end-to-end pavement inspection and management solution.

We understand the City's objective: to establish a reliable, defensible dataset for its streets, and turn that complex data into easy-to-access and understandable answers that support better decisions. Citylogix doesn't allow your new dataset to complicate the task – it makes it easier to evaluate budgets, compare priorities, and understand investment options, while helping the City confidently prioritize its unique roadway needs and explain those decisions clearly. Our team will provide a numerical equivalent Pavement Condition Index (PCI) across approximately 64 centerline miles, supplemented by continuous roughness monitoring from connected vehicles, and to deliver this data through a GIS-native enterprise asset management platform that supports ongoing visualization, filtering, budgeting, prioritization, and repair decision-making. Our proposal addresses both required components: (1) mobile LiDAR- and imagery-based data collection to produce segment-level and street-level PCI scores, and (2) the Citylogix enterprise asset and pavement management software platform.

Citylogix is a specialized provider of automated pavement condition assessment and GIS-based asset management solutions. Our platform combines vehicle-mounted LiDAR, 360° imagery, AI-assisted distress detection, and connected-vehicle roughness monitoring to deliver PCI data aligned with ASTM D6433. We perform data collection with our own in-house team.

Our approach for Sandersville is built on three commitments: accurate and repeatable data collection; a transparent, documented quality management process; and a software platform that puts pavement condition information directly in the hands of City staff for planning and budgeting. We have reviewed the RFP and are prepared to deliver the scope as outlined, including sidewalk and ADA ramp assessment, offered as an optional, separately priced line item in Section 9.

We look forward to the opportunity to support the City of Sandersville's pavement management program.

Yours truly,

Steve Flaherty
Director of Sales
StreetScan USA, Inc. (DBA Citylogix)
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2. COMPANY OVERVIEW AND QUALIFICATIONS

Citylogix originated as StreetScan and received an $18 million U.S. federal grant to develop a sensing and analytics platform under the Versatile Onboard Traffic Embedded Roaming Sensors (VOTERS) initiative, a five-year research program led by Northeastern University in collaboration with Boston-area municipalities. The company was commercialized in 2015 and rebranded as Citylogix in 2023.

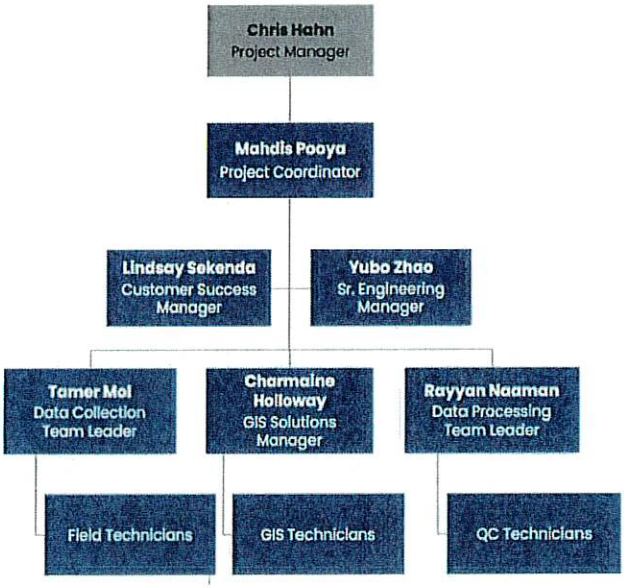
Citylogix is headquartered in Wakefield, Massachusetts. Our team delivers pavement condition assessment services and GIS-based asset management software to municipalities across the United States.

Item	Detail
Legal Name	StreetScan USA Inc. (DBA Citylogix)
Principal Office	605 Salem Street, Wakefield, MA 01880
Authorized Signatory	Steve Flaherty, Director of Sales
Phone	740-972-1391
Email	Steve.Flaherty@citylogix.com
Team Size	50+ professionals across North America
Clients Served	400+ municipal and institutional clients
Miles Assessed	100,000+ miles of roadway assessed
Subcontractors	None — data collection performed in-house

Citylogix's data collection platform is powered by LiDAR, 360° HD imaging, GPS/GNSS positioning with IMU integration, and AI-assisted distress detection. Our PCI methodology follows ASTM D6433. IRI is collected via NIRA Dynamics connected-vehicle sensing, and data is delivered through a cloud-hosted, GIS-integrated asset management platform that does not require local software installation.

3. PROJECT TEAM

Citylogix's project team is based in Wakefield, MA, with team members located across the U.S. Chris Hahn, Director of Customer Success, will serve as Project Manager and primary point of contact with City staff throughout the engagement.



Key responsibilities:

- Serve as the City's primary contact from contract execution through project closeout
- Lead the kickoff meeting and confirm scope, GIS files, and data dictionary requirements
- Coordinate field collection team scheduling and coverage confirmation
- Manage data processing milestones and QA/QC review timelines
- Oversee software configuration, data import, and staff training

4. SCOPE OF WORK AND METHODOLOGY

4.1 Project Understanding

Citylogix understands the City of Sandersville is seeking a numerical equivalent Pavement Condition Index (PCI) for approximately 64 centerline miles, with each street segment receiving a distinct PCI-equivalent rating and each street receiving an overall PCI based on the average of its segment scores. This is paired with a GIS-based enterprise asset and pavement management software platform that allows City staff to manage, analyze, and act on the resulting condition database.

Project Initiation — Citylogix will meet with City staff to review the provided GIS road network and confirm segmentation, most commonly defined intersection-to-intersection, for the approximately 64 centerline miles included in this project.

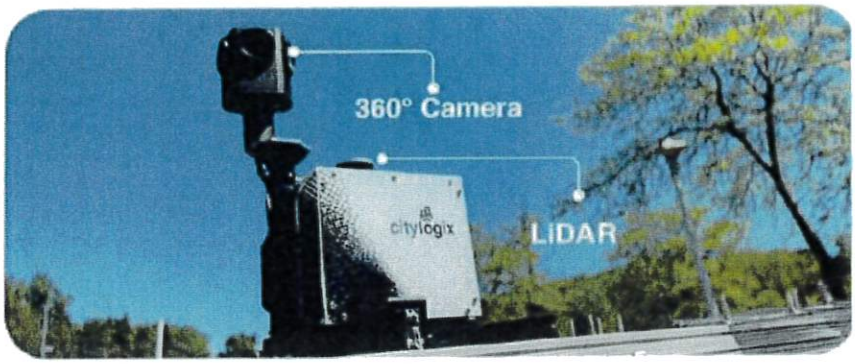
4.2 Pavement Data Collection

Citylogix collects pavement data using a vehicle-mounted sensing platform that operates at normal traffic speeds without lane closures. The platform synchronizes the following data streams to a single point of reference in the field:

- Mobile LiDAR laser scanning for roadway geometry and surface measurement
- 360° HD panoramic imagery providing right-of-way coverage
- A downward-facing, pavement-facing camera for surface distress capture
- GPS/GNSS positioning with IMU integration for accurate spatial referencing
- A Distance Measuring Instrument (DMI) for precise linear referencing
- A tire-mounted Tire Grip Indicator (powered by NIRA Dynamics), integrated into the survey vehicle, collecting International Roughness Index (IRI) data in-house during the same pass as the LiDAR and imagery — no separate mobilization required

Each camera is calibrated for scale measurement so visible assets can be inventoried geospatially. Survey work is performed on dry pavement and in lighting conditions that assure usable data, consistent with the RFP's data collection requirements.

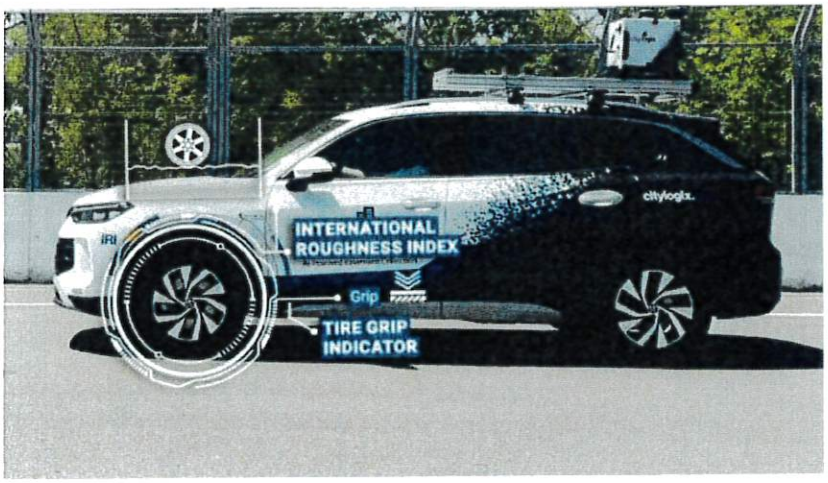
Citylogix pavement data collection vehicle equipped with LiDAR, 360° cameras, and GPS/IMU systems



4.3 Roughness (IRI) — Two-Part Approach

Roughness data is available to the City of Sandersville through two complementary mechanisms, matching the RFP's two data collection components:

Tire Grip Indicator (in-house, core survey pass): IRI is collected in the same pass as the LiDAR and imagery data, using the tire-mounted Tire Grip Indicator described in Section 4.2, synchronized to the same GPS reference as the other data streams. This is a confirmed in-house capability requiring no separate mobilization or third-party vehicle fleet.



The Tire Grip Indicator, mounted on the survey vehicle, measures International Roughness Index during the core survey pass

Connected Vehicle IRI Periodic Monitoring: In addition to the core survey pass, Citylogix provides IRI data through the NIRA Dynamics connected-vehicle sensing platform, sourced passively from OEM vehicle telemetry (tire, suspension, and accelerometer signals) during normal driving conditions. This data is spatially aligned to the City's road network and integrated into the Citylogix platform, satisfying the RFP's requirement for RIRI data from connected vehicles between formal assessment cycles. Coverage is available on segments where sufficient connected-vehicle data exists within the network.

4.4 Supplemental Network Updates — Citylogix Patrol

To satisfy the RFP's requirement for supplemental network updates at six-month intervals, Citylogix provides Citylogix Patrol, a mobile application that equips City vehicles to conduct systematic road monitoring between formal survey cycles. Using a vehicle-mounted mobile device and a connected smart button, staff can record audio and GPS-tagged routes and flag issues such as potholes, damaged signs, or debris directly from the vehicle during normal operations.

4.5 Pavement Distress Identification

Distress data from collected imagery is processed through Citylogix's AI algorithms to produce segment-level PCI values in accordance with ASTM D6433. The following distress types are identified for asphalt surfaces:

1.1. Crack-Alligator

A series of interconnected cracks caused by fatigue failure of the surface under repeated traffic loading. The cracks are many-sided, sharp-angled, and in a pattern resembling the back of an alligator.

Table I. Crack-alligator severity levels

Severity Description	Area of coverage within analysis-zone
Minor	1-25%
Medium	25-50%
Severe	50-100%

1.2. Bumpiness

Bumpiness is unevenness in the road surface that can be felt while riding in a vehicle over the road.

Table II. Bumpiness severity

Severity Description	Area of coverage within analysis-zone
Minor	1-25%
Medium	25-50%
Severe	50-100%

1.3. Potholes

Potholes are bowl-shaped depressions on the pavement surface. They generally have sharp edges and vertical sides near the top of the hole.

Table III. Potholes severity

Severity Description	Total diameter of all potholes in analysis-zone
Minor	4-8 in
Medium	8-18 in (1.5 ft)
Severe	Greater than 18 in (1.5 ft)

1.4. Crack-Longitudinal & Transverse

Longitudinal cracks run parallel to the pavement's centerline. Transverse cracks extend across the pavement at approximately right angles to the pavement's centerline.

Table IV. Crack-longitudinal severity levels

Severity Description	Total Length of Cracking
Minor	1 – 50 ft
Medium	50 – 100 ft
Severe	Greater than 100 ft

1.5. Crack-Block

Block cracking is a series of large rectangular cracks on an asphalt pavement's surface, typically caused by shrinkage of the asphalt pavement due to temperature cycles.

Table V. Crack-Block severity levels

Severity Description	Total Length of Cracking
Minor	1 – 50 ft
Medium	50 – 100 ft
Severe	Greater than 100 ft

Crack-Block – Minor

Crack-Block – Medium

Crack-Block – Severe

Crack-Block distress at Minor, Medium, and Severe severity levels.

1.6. Crack-Seal

Crack seal products are used to fill individual pavement cracks to prevent entry of water or other non-compressible substances such as sand, dirt, rocks, or weeds. Only presence is marked.

Crack-Seal - Example 1

Crack-Seal - Example2

Examples of Crack-Seal and Patches distresses captured during Citylogix surveys.

1.7. Patches – Asphalt/Concrete

A patch is an area of pavement that has been replaced with new material to repair the existing pavement. A patch is considered a defect no matter how well it is performing.

Patches- Example 1

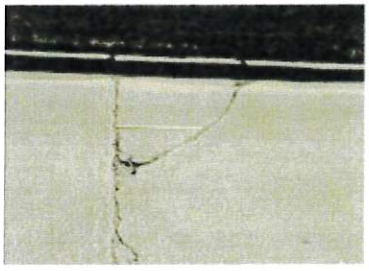
Patches-Example 2

Concrete Pavement:

1.8. Corner Break

A crack that intersects the joints at a distance less than or equal to one-half the slab length on both sides, measured from the corner of the slab.

Severity: Depending on the crack width and the number of cracks in the area between the break and the joints



Corner Break - Example 1

Corner Break - Example 2

1.9. Durability / D Cracking

"D" cracking is caused by freeze-thaw expansion of the large aggregate, which over time gradually breaks down the concrete. This distress usually appears as a pattern of cracks running parallel and close to a joint or linear crack.

Severity: Depending on the area of cracks and how loose the pieces are.

D Cracking - Example 1

D Cracking - Example 2

Corner Break (left pair) and D Cracking (right pair) distress examples.

1.10. Linear/Map Cracking, Crazing and Scaling

These cracks divide the slab into two or three pieces, usually caused by a combination of repeated traffic loading, thermal gradient curling, and repeated moisture loading.

1.11. Divided Slab/Punchout

Slab is divided by cracks into four or more pieces due to overloading, or inadequate support, or both. If the pieces or cracks are contained within a corner break, the distress is categorized as a severe corner break.

Levels of Severity for Divided Slab

Severity of the Majority of Cracks	Number of Pieces in Cracked Slab		
	4 to 5	6 to 8	More than 8
L	L	L	M
M	L	M	H
H	M	H	H

For Punchouts, the distress is a localized area of the slab that is broken into pieces. The punchout can take many different shapes and forms, but it is usually defined by a crack and a joint. The distance between the joint and the crack or two closely spaced cracks is 1.5 m (5 ft) wide. This distress is caused by heavy repeated loads, inadequate slab thickness, loss of foundation support, or a localized concrete construction deficiency, for example, honeycombing.

Levels of Severity for Punchouts

Severity of the Majority of Cracks	Number of Pieces		
	2 to 3	4 to 5	>5
L	L	L	M
M	L	M	H
H	M	H	H

Example Divided Slab

Example of Punchout

Corner spalling is the breakdown of the slab within approximately 0.5 m (1.5 ft) of the corner. A corner spall differs from a corner break in that the spall usually angles downward to intersect the joint, whereas a break extends vertically through the slab corner. Spalls less than 130 mm (5 in.) from the crack to the corner on both sides should not be counted.

Levels of Severity for Corner Spalling

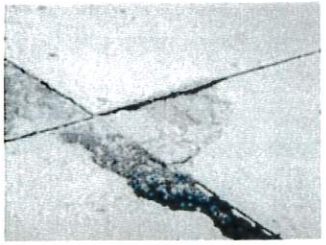
Depth of Spall	Dimensions of Sides of Spall: 130 x 130 mm to 300 x 300 mm (5 x 5 in.) to (12 x 12 in.)	Dimensions of Sides of Spall: 300 x 300 mm (>12 x 12 in.)
<25 mm (1 in.)	L	L
>25 to 50 mm (1 to 2 in.)	L	M
>50 mm (2 in.)	M	H

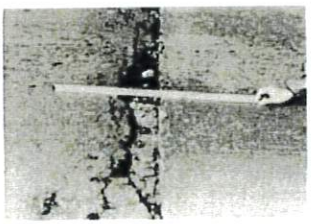
1.12. Joint/Corner Spalling

Joint spalling is the breakdown of the slab edges within 0.5 m (1.5 ft) of the joint.

Levels of Severity for Joint Spalling

Spall Pieces	Width of Spall	Length of Spall: <0.5 m (1.5 ft)	Length of Spall: >0.5 m (1.5 ft)
Tight – cannot be removed easily (maybe a few pieces missing	<100 mm (4 in.)	L	L
	>100 mm	L	L
Loose – can be removed and some pieces are missing; if most or all pieces are missing, spall is shallow, less than 25 mm (1 in.).	<100 mm	L	M
	>100 mm	L	M
Missing – most or all pieces have been removed.	<100 mm	L	M
	>100 mm	M	H





Corner Spalling

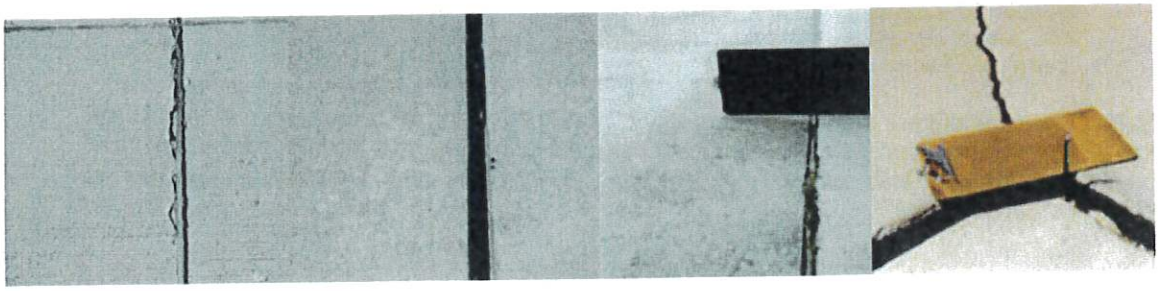
Joint Spalling

1.13. Joint Seal Damage

A condition that enables soil or rocks to accumulate in the joints or allows water infiltration.

1.14. Settlement / Faulting

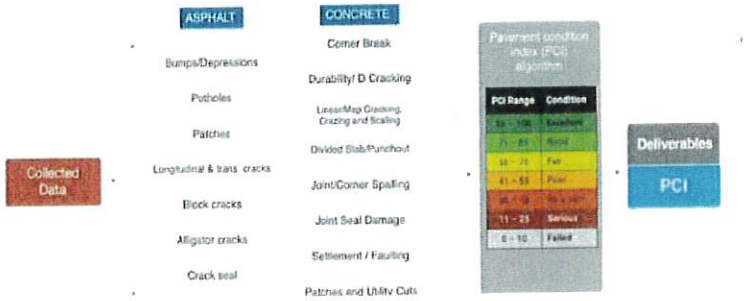
The difference in elevation across a joint. Faulting is counted only at joints.



Joint Seal Damage - Example 1 Joint Seal Damage - Example 2 Faulting - Example 1 Faulting - Example 2

1.15. Patches and Utility Cuts

A patch is an area of pavement replaced with new material. A small patch is considered a low-severity defect regardless of the severity of the underlying distress it contains.



Citylogix pavement condition processing pipeline: distress data from collected imagery is fused through AI algorithms to produce segment-level PCI values

4.6 PCI Evaluation

PCI scores are calculated in accordance with ASTM D6433 for each roadway segment and reported at both the segment level and the overall street level, consistent with the City's requested segmentation:

PCI Score	Condition	Recommended Treatment
85–100	Excellent	Preventive maintenance
70–84	Good	Crack sealing / surface treatment

PCI Score	Condition	Recommended Treatment
55–69	Fair	Resurfacing / mill and overlay
40–54	Poor	Structural rehabilitation
0–39	Failed	Reconstruction

Each distress is recorded with type, extent, and severity level. Representative pavement condition imagery from Citylogix's survey network:

Sample imagery by condition category: Excellent, Good, Poor, and Very Poor to Failed

4.7 Data Processing and QA/QC

Citylogix performs AI-assisted processing of collected data followed by manual verification by trained analysts, following a staged quality control process:

- Stage 1 — GIS Validation: Citylogix reviews the City's GIS road network layer prior to collection and confirms alignment with project scope, flagging discrepancies for resolution.
- Stage 2 — Data Collection QC: Collection is approved daily by the Data Collection Team Leader based on weather and pavement conditions. Citylogix does not collect during precipitation or when road surfaces are obstructed.
- Stage 3 — Data Processing QC: QC technicians visually review detected distresses. Ten percent of reviewed distresses are randomly selected for secondary review by a Team Leader; if accuracy falls below 90%, a second 10% sample is reviewed, then 30% of remaining segments, escalating to manual verification of every segment if accuracy issues persist.

4.8 GIS Integration and Deliverables

Citylogix aligns pavement condition data, imagery, and analysis to the City's provided GIS road network centerlines, working from the City's existing road inventory rather than creating a duplicate network. Deliverables include:

- ESRI Geodatabase with PCI ratings per the City's street segmentation and an overall PCI rating for each street
- Standard GIS shapefiles for roadway segments with distress type, severity, and extent attributes
- Pavement condition maps by classification and geography
- An interactive ArcGIS Story Map summarizing network condition, PCI scores, repair recommendations, and cost estimates
- A web-accessible map and dashboard viewable on an internet-connected device without local installation

4.9 Maintenance and Rehabilitation Program

Citylogix addresses current and long-term pavement management goals to determine the best management strategy based on PCI value ranges and specific distress type and severity. Citylogix will work with City staff to configure the software to reflect Sandersville's repair and maintenance practices:

- Configure the system to reflect the rehabilitation alternatives and repair methods used by the City
- Configure the system to reflect current, local costs for each repair method
- Configure the system to reflect preferred repair methods and critical PCI thresholds
- Generate a draft multi-year rehabilitation program for review by City staff
- Run the automated repair recommendation program to produce a list of repair and rehabilitation candidates
- Work with City staff to review and adjust analysis parameters iteratively to produce the final repair program
- Prioritize the streets most in need of reconstruction or major rehabilitation

4.10 AI-Assisted Right-of-Way Asset Extraction

Citylogix's Digital Twin dataset, the same LiDAR and 360° imagery captured during the pavement and sidewalk survey, supports extraction of additional right-of-way assets without a new field mobilization. This is consistent with the RFP's provision that the City retain the ability to identify, inventory, and manage additional assets from the existing dataset as needs evolve. Assets that can be extracted from the same survey data include:

- Catch basins
- Manholes
- Traffic signs (MUTCD category, GPS location, condition rating)
- Pavement markings
- Street lighting and utility poles
- Fire hydrants and guardrails
- Right of Way Tree inventory — standard (GIS location) or enhanced (diameter at breast height, height, and crown diameter)

- Curb inventory with a general condition rating

The road network GIS database (segment-level PCI, functional classification, surface type, and geometry) is delivered as part of the base scope described in Section 5.4. The sidewalk GIS database — segment layer, distress layer, and SCI score — is available as described in Section 4.11, priced individually consistent with the RFP.

These assets are spatially linked to the road network and managed within the same GIS-based interface as the pavement and sidewalk data described above. Scope and pricing for asset extraction beyond the RFP's base requirements would be established separately, consistent with Section 9 of this proposal.

4.11 Optional Services

Beyond the RFP's base pavement and asset extraction scope described in Section 4.10, Citylogix can offer the following additional services, each priced individually in Section 9 of this proposal:

- **Sidewalk & ADA Ramp Assessment** — Citylogix's mobile, high-resolution imaging platform with built-in GPS captures sidewalk condition data, identifying distresses such as cracking, surface distortions, uplifts (including tree uplifts), and utility hazards, with each segment assigned a Sidewalk Condition Index (SCI) on a 0–100 scale. ADA ramp locations are captured from the same survey pass. The Citylogix platform applies the same budget-scenario and repair-prioritization tools used for pavement to the sidewalk network. Deliverables include a geodatabase with a distress layer (location, type, and severity), a segments layer reporting SCI score and location, and ADA ramp location data.
- **Parking Lot Assessment** — Using the same ASTM D6433-based distress methodology applied to pavement.

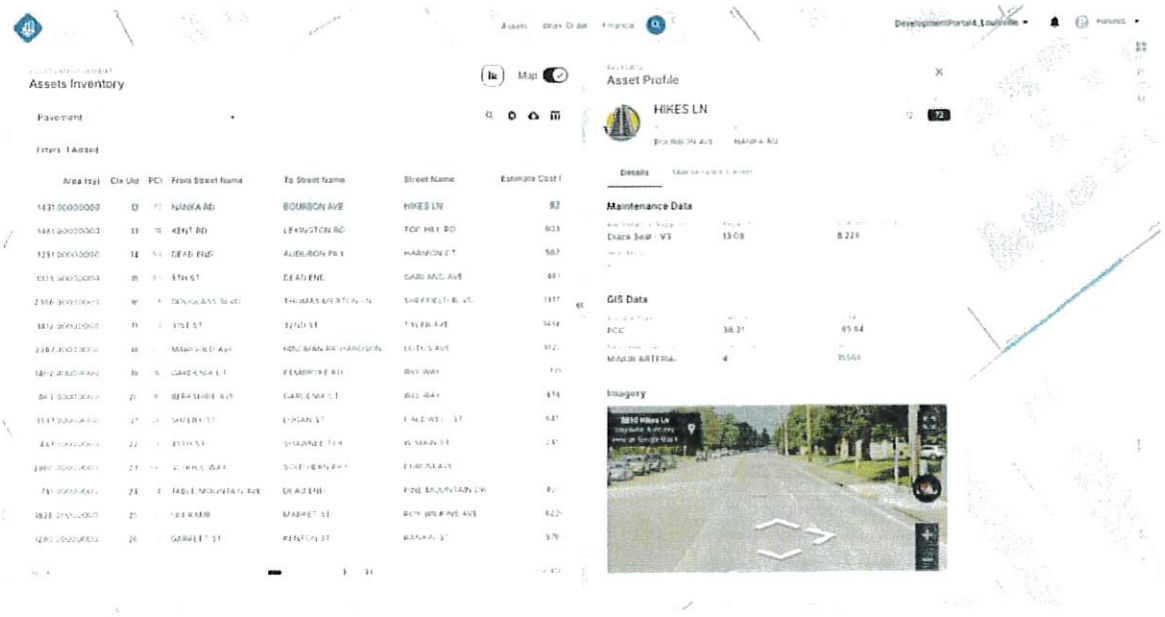
5. PAVEMENT MANAGEMENT SOFTWARE PLATFORM

5.1 Software Platform Capabilities

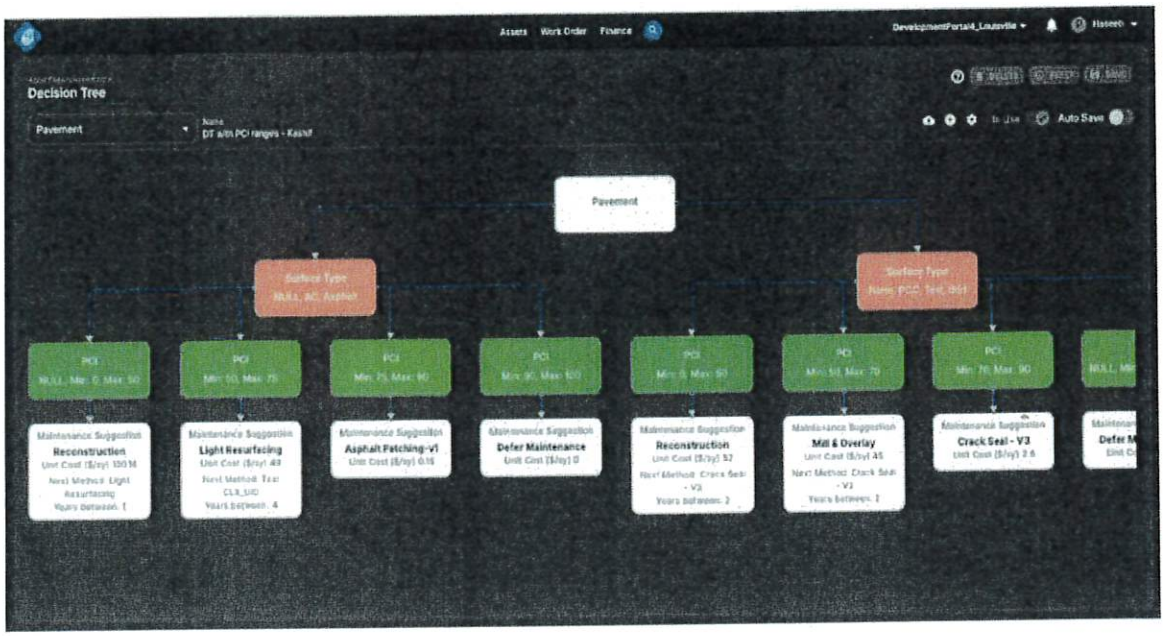
Citylogix is a cloud-hosted, GIS-integrated asset management platform accessible from an internet-connected device, requiring no local installation. Software access is provided for the duration of the contract with the option to renew.

- Interface designed to require minimal staff training
- Secure, web-based access to asset conditions, analysis, and records from City offices, the field, or elsewhere with an internet connection
- Accessible via desktop and mobile web browsers
- Unlimited user licenses — no per-user licensing restrictions
- Zero-installation — no local software installation required
- Map-based GIS interface displaying PCI data, survey imagery, distress layers, IRI metrics, and right-of-way assets at the segment and network level
- Synchronized pavement and imagery viewer linking condition data directly to field images at approximately 20-foot intervals
- Configurable analysis framework reflecting local repair methods, budgets, management goals, and historical condition data
- Centralized dashboards providing real-time visualization of assets, conditions, work orders, and performance metrics
- Automated notifications and alerts based on condition thresholds, performance trends, or inspection findings
- Data export in standard GIS and tabular formats for use with the City's existing systems
- PCI reporting aligned to the City's defined roadway segmentation
- Repair planning and prioritization via configurable decision trees — automated repair recommendations and cost estimates by road segment, prioritized using PCI, distress metrics, IRI trends, functional classification, demographics, and available budget, adjustable to City policies and priorities

- Management Section Editor is a tool for grouping adjacent road segments into larger, contractor-friendly "management sections" so budgets and work plans operate on contiguous blocks instead of scattered individual segments.
- Budget scenario analysis — create, compare, and save multiple funding and repair scenarios, with map-based visualization of outcomes
- Additional asset management — capability to add and manage additional assets such as traffic signs, pavement markings, and other right-of-way features
- Work order management with role-based routing
- User access is not limited by number of named users



Citylogix asset inventory interface — map-based GIS view displaying PCI data and roadway segments



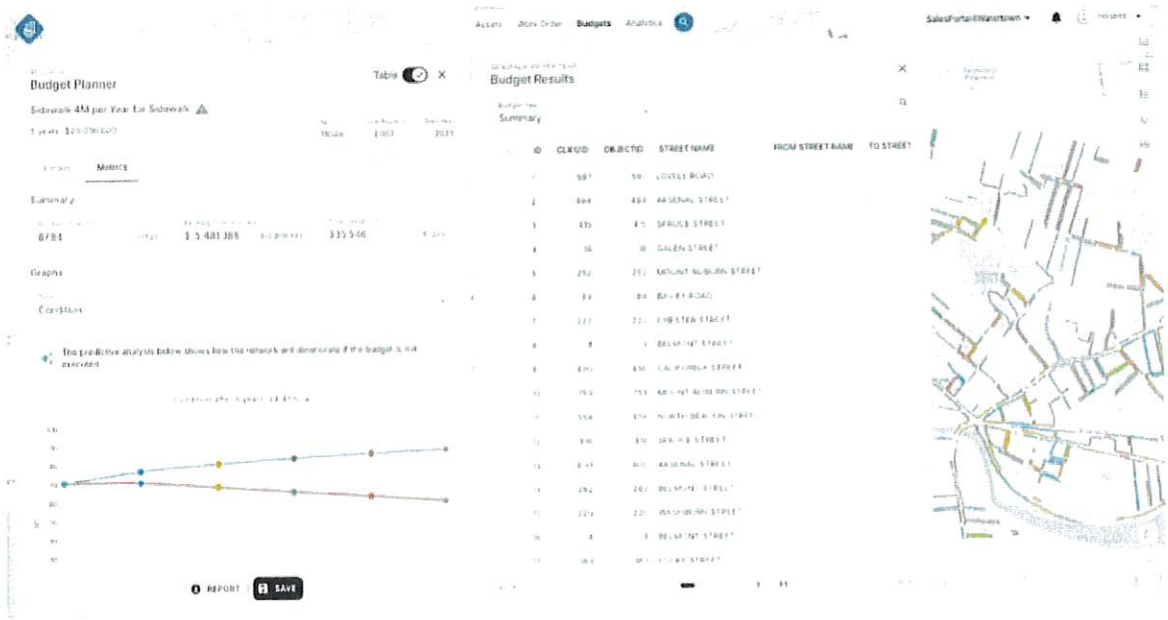


Figure 8. Planning and capital management module — multi-year budget scenarios, work order management, and rehabilitation prioritization.

5.2 Budget Scenario and Multi-Year Capital Planning

The platform supports the scenario and analysis parameters requested in the RFP, including annual funding required to maintain current pavement conditions or reduce the maintenance backlog, funding projections to reach a target PCI over a multi-year horizon, and strategic rehabilitation recommendations based on available budget. Dashboards display configurable views tailored to different audiences — operations staff, City leadership, and public communications.

Citylogix analytics dashboard — configurable views of pavement conditions, budget allocation, and work order status

5.3 Reporting and Analytics

The City will be able to generate configurable reports and analytics through Citylogix, including:

- PCI reports and condition summaries
- Maintenance and rehabilitation recommendation reports
- Maintenance and rehabilitation distribution by condition and geography
- Budgetary needs assessments and funding-gap analysis
- Multi-scenario budget and treatment planning reports
- Maintenance backlog summaries and long-term investment outlooks

Reports are available within the software environment and exportable in standard GIS and tabular formats. Citylogix is designed to integrate with existing municipal systems, including GIS platforms and work order systems, using standard formats and APIs configured to the City's requirements.

5.4 Data Deliverables

At project completion, Citylogix will deliver an ESRI Geodatabase including, at minimum:

Deliverable	Included
City street list (as provided by the City)	Included
Cross-reference street name, From/To designation	Included
Overall PCI rating for entire length of street	Included
PCI ratings per city street segment	Included
International Roughness Index (IRI) data	Included
Connected Vehicle IRI Periodic Monitoring	Included
Patrol App	Included
AI Assets: catch basins, manholes, fire hydrants and guardrails	Included
Functional classification	Included
Surface type	Included
Length, width, area (SF) - (default value for width if not provided by City)	Included
Georeferenced imagery	Included
Georeferenced distresses	Included
Sidewalk GIS database	Included
Road GIS database	Included
Sidewalk hazard identification	Priced Individually upon request
Street sign identity & location	Included
ADA ramp locations	Priced Individually upon request
Street markings inventory	Included

The City will also receive access to Citylogix, including an interactive Story Map summarizing roadway network condition and key findings: recommended repair strategy by segment, estimated repair costs, cumulative cost to address identified needs, and repair priority rankings. Citylogix will hold a delivery meeting to review data collection methodology and findings, and will provide software training for City staff.

6. PAST PERFORMANCE AND REFERENCES

The following references represent recent engagements involving automated pavement condition assessment and asset management software at a comparable scale to the City of Sandersville's roadway network.

Organization	Contact	Phone / Email	Scope Summary
City of Mulberry, GA	Jamie Palmer Public Works Director	470-527-0307 jamie.palmer@mulberryga.gov	Pavement and sidewalk management; ADA ramp assessment; 360° imagery; traffic signs; pavement markings; manholes; catch basins; guardrail inventory; curb GIS database; streetlight GIS; Streetlogix Asset Management, Work Order, and Citizen Engagement modules. Contract value $284,268.00 — ongoing.
Macon-Bibb County, GA	Barbara Marlin GIS Manager	478-733-7872 bmarlin@maconbibb.us	Sidewalk management; ADA ramp compliance; Streetlogix Work Order module; Streetlogix Citizen Engagement module. Contract value $394,167.00 — ongoing.
City of Lithonia, GA	Donald (DJ) Dejarnette Public Works Director	706-968-4802 donald.dejarnette@lithoniacity.org	Pavement and sidewalk management; ADA ramp compliance; 360° imagery; catch basins; traffic signs; pavement markings; trees; sidewalk GIS database; curb GIS database; Streetlogix Asset Management, Work Order, and Citizen Engagement modules. Contract value $55,516.00 — ongoing.

Additional references are available upon request.

7. PROJECT SCHEDULE

The following schedule is an estimate based on the RFP's desired timeline and a Notice to Proceed following contract award. Dates are contingent on timely receipt of the City's GIS file and confirmation of project-specific requirements at kickoff.

Milestone	Target Date
Submit proposals	August 25, 2026
Selection of bidder & notice of award	September 10, 2026
Project kickoff meeting with City staff	Within 2 weeks of award
Mobilization and road data collection (~64 centerline miles)	Following kickoff
Tentative completion of data collection (vehicle driving)	February 1, 2027
Data processing / QA-QC and GIS publishing	Following collection
Software configuration and staff training	Prior to contract completion
Contract completion date	April 1, 2027

Schedule assumptions: the dates above are estimates pending Notice to Proceed and timely receipt and approval of the City's GIS road network file, which must be finalized before field collection begins. Data processing timelines can vary with queue size across Citylogix's concurrent engagements and are not always performed on consecutive days; Citylogix does not collect during precipitation or when pavement is obstructed by leaves or debris. Chris Hahn will hold a kickoff meeting with City staff to confirm scope, schedule, and data exchange formats, and the project team will provide status updates throughout the engagement. The schedule above will be confirmed at the project kickoff meeting.

8. INSURANCE AND COMPLIANCE

Citylogix will maintain the following coverage for the duration of the contract:

- Commercial General Liability: $1,000,000 per occurrence; $2,000,000 general aggregate
- Automobile Liability: $1,000,000 per occurrence (owned, non-owned, and hired automobiles)
- Workers' Compensation and Employers Liability: $1,000,000 minimum

The City of Sandersville, including its elected and appointed officials, employees, and volunteers, will be named as Additional Insured on applicable General Liability and Automobile policies. Certificates of Insurance will be provided prior to commencing performance.

Additional certifications:

- Citylogix certifies its proposal is made without collusion or fraud.
- Citylogix's proposal shall remain valid for one (1) year from the submission date.
- Citylogix will comply with applicable federal and state immigration laws during performance of this contract, as further addressed in the required Georgia affidavits in Section 10.

Contractor Affidavit under O.C.G.A. § 13-10-91(b)(1)

By executing this affidavit, the undersigned contractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation which is engaged in the physical performance of services on behalf of the City of Sandersville has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91. Furthermore, the undersigned contractor will continue to use the federal work authorization program throughout the contract period and the undersigned contractor will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the contractor with the information required by O.C.G.A. § 13-10-91(b). Contractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

2352401
Federal Work Authorization User Identification Number

12-August-2026
Date of Authorization

StreetScan USA, Inc. (DBA Citylogix)
Name of Contractor

Pavement Management Project — RFP #2026-10
Name of Project

City of Sandersville
Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct.

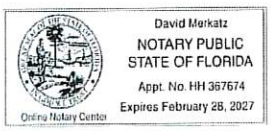
Executed on August 19, 20 26 in Broward (city), Florida (state).

Steve Flaherty
Signature of Authorized Officer or Agent

Steve Flaherty Director of Sales
Printed Name and Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME
ON THIS THE 19th DAY OF August, 20 26.

David Merkatz
NOTARY PUBLIC David Merkatz



My Commission Expires:
02/28/2027

Notarial Act performed by Audio-Video Communication.