



## ABOUT FIRSTSTEP PAVEMENT MANAGEMENT

FirstStep Pavement Management (FSPM) is a state-of-the-art network pavement evaluation technique that was designed & developed by the University of Arkansas, Greenberg-Farrow A&E, & Ergon Asphalt & Emulsions. As such, FSPM is not a company, but a professional service technique. The primary goals of FSPM is to provide pavement condition & distress data to decision-makers within Cities & Counties in such a way that they best optimize limited funds and resources to improve both safety and overall condition of their individual networks of pavements. This is done by providing condition and distress data that is:

- **Transparent**- Pavement network condition and distress datasets are viewed in three interconnected formats: 1) GIS or *Google Earth* Condition & Distress Maps & Books, 2) Geo-linked *Video*, & 3) *MS Excel* GIS Attribute Table Roadbook (see inside)
- **Communicative**- Due to the transparency of the data, it is easily communicated throughout the city or county at all levels. Data-share tools enable the data to be shared with employees, consultants, and/or contractors quickly and easily.
- **Operational**- Enhanced data communication empowers & optimizes strategic organization & productivity of internal & external work forces. FSPM's dataflow allows for Policy Table development by which the agency prioritizes data-driven projects, preventive & reactive maintenance options & selection, short/long range plans, budget needs, & education goals.

**Educational**- FirstStep Pavement Management consists of a team of professional educators with multiple skills sets, including Geographic Information Systems (GIS), ASTM-6433, Data Collection Geolocation Technology, Maintenance Treatments, Product Types and Specifications, Quality Control & Assurance Testing, Field Application Guidelines, Pavement Management Metrics, Signs/Markings/Signals, Work Zone Safety, Pavement Maintenance and Preservation, Drainage, Construction Design, Guidelines & Specifications, Unpaved Roads Maintenance and Condition, and Fleet Asset Management.

**Economical**- While many programs assess pavements every 5 years, the reality is that pavements can regress drastically to the point that Delay Penalties adversely impact budget needs. At a cost of only \$75/centerline mile, a network level paved road condition & distress assessment patrol is performed more frequently, thereby allowing agencies to better prepare and plan. FSPM utilizes free programs (Google Earth, VLC Viewer, MS Excel). In this way, there is no up-front software or training expense necessary.

**Sortable**- The Pavement Condition and Distress GIS Attribute Table Data allows for easy sorting based on whichever specific priority the agency wishes to view. Want to know the condition of your high-priority routes, school routes, etc? FSPM puts you a couple of mouse clicks away from the answer. Prioritization, cost, treatment selection, road name, length, classification, LMY of Service comparisons are all easily sorted for ease of reporting, graphing, or updating.

**Historical**- FSPM's data collection consistency is a vital component goal. Pavement condition and distress dataset tools provide metrics to interact and compare with pre-dated datasets, thereby ascertaining the level of agency success as related to priorities and short/long range goals.

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# FirstStep Pavement Management Condition & Distress Data Report Mediums



Condition Map



Geo-Linked Video

ID	Street Name	Class	INVENTORY				Lanes	Ward	Priority	Lineal Feet Per Condition Category					TOTAL	PCI
			LENGTH (ft)	LENGTH (mi)	Width (FT)	TrueArea (SF)				EXCELL	GOOD	FAIR	CRITICAL	LOST		
578	TIMBER KNOLL	6	605	0.11	27	16,345	2	3	Unassigned	592	13				605	87.2
499	MARBLE	6	527	0.10	27	14,225	2	3	Unassigned	514	13				527	87.1
457	GRAND TETON	6	2,828	0.54	27	76,369	2	3	Unassigned	2,787	28			14	2,828	87.0
948	MUSEUM	4	2,859	0.54	36	102,938	2	2	Unassigned	2,773	87				2,859	87.0
589	VERMONT	6	871	0.16	27	23,505	2	3	Unassigned	844	26				871	87.0
616	WORDSWORTH	6	321	0.06	27	8,659	2	3	Unassigned	311	10				321	87.0
18	AUTUMNWOOD	6	966	0.18	27	26,087	2	4	Unassigned	134	773		59		966	87.0
64	ENDERLIN	6	571	0.11	27	15,420	2	4	Unassigned	476		8	16	71	571	87.0
796	OTT MEMORIAL	6	1,082	0.20	27	29,202	2	2	Unassigned		1,041	41			1,082	86.9
523	PETERSON	6	183	0.03	27	4,949	2	3	Unassigned	176	7				183	86.9
380	BRUSH CREEK	6	2,653	0.50	27	71,621	2	3	Unassigned		2,540	113			2,653	86.9
1150	QUAIL RUN	6	2,893	0.55	27	78,111	2	1	Unassigned		2,766	127			2,893	86.8
203	UNITED	6	881	0.17	27	23,799	2	4	Unassigned		841	40			881	86.8
345	COLLEGE	4	1,990	0.38	30	59,685	2	3	Unassigned	956	388	620		26	1,990	86.8
558	SHINNECOCK HILLS	6	330	0.06	27	8,910	2	3	Unassigned		315	15			330	86.8
253	UNITED	6	757	0.14	27	20,442	2	4	Unassigned	55	646	37	18		757	86.8
591	WARWICK HILLS	6	1,049	0.20	27	28,329	2	3	Unassigned		997	52			1,049	86.8
1263	DONAGHEY	3	2,407	0.46	22	52,959	2	1	Unassigned	457	1,579	354		17	2,407	86.7
620	BURNT PINE	6	1,026	0.19	27	27,706	2	3	Unassigned		974	52			1,026	86.7
550	SCHERMAN OAKS	6	2,698	0.51	27	72,848	2	3	Unassigned		2,558	140			2,698	86.7
140	NATHAN	6	332	0.06	27	8,963	2	4	Unassigned		314	17			332	86.7
838	SMITH	6	717	0.14	27	19,363	2	2	Unassigned	439		224	54		717	86.7
1201	WESTPORT	6	519	0.10	27	14,020	2	1	Unassigned		505		14		519	86.7
421	CRESTLINER	6	834	0.16	27	22,519	2	3	Unassigned		788	46			834	86.7
992	BLANEY HILL	5	2,072	0.39	24	49,720	2	2	Unassigned		1,952	120			2,072	86.6
1068	EIGHTEEN	6	1,040	0.20	27	28,080	2	1	Unassigned		979	61			1,040	86.6
1002	ADAMS BROOKE	6	1,569	0.30	27	42,357	2	1	Unassigned	645	486	353	85		1,569	86.6
1248	LOLLIE	4	3,024	0.57	24	72,570	2	1	Unassigned		2,831	193			3,024	86.5
494	LITTLE RIVER	6	767	0.15	27	20,702	2	3	Unassigned		715	52			767	86.5

Attribute Table Pavement Inventory and Condition Book