

**MOUNT JOY TOWNSHIP SUPERVISORS
WORKSHOP MINUTES
Wednesday, May 20, 2026**

The Board of Supervisor's Workshop meeting was an open, in-person meeting, with additional public access via the remote meeting application ZOOM. Attendance was taken by roll call. The meeting was called to order at 6pm.

Present: Christine Demas, Chairman; Todd McCauslin, Vice-Chairman; Mike Gearhart; Chad Yingling; Sandy Yerger

Chairman Comments: Chair Demas said the workshop meeting is to discuss roadway maintenance services and resources available to the Township. The workshop was organized as an opportunity to bring together industry representatives and partners to provide information and answer questions regarding pavement management and asphalt maintenance services. Attendees introduced during the workshop included Rex Eberly, Executive Director of the Pennsylvania Association of Asphalt Material Applicators (PAMAA); Jim Lesher from PennDOT; James Golden, Founder and CEO of Pavement Management Group; and Daniel Laufer, Senior Sales Manager of Vialytics.

Public Comment None

Roundtable and Product Presentations:

Rex Eberly, Executive Director - PAAMA (Pennsylvania Association of Asphalt Material Applicators): Mr. Eberly discussed the increasing importance of pavement preservation due to the reduced lifespan of modern asphalt pavements and rising roadway maintenance costs. Mr. Eberly explained that municipalities should implement consistent preventative maintenance programs to extend roadway life. Preventative maintenance strategies discussed included crack sealing, chip sealing, slurry seals, micro-surfacing, and thin overlays.

The presentation emphasized the importance of maintaining annual roadway maintenance funding to address ongoing pavement deterioration and deferred maintenance. Discussion included the benefits of using lower-cost preservation treatments on a regular basis rather than waiting until roads require full reconstruction.

Additional discussion focused on pavement oxidation and water infiltration as primary causes of roadway deterioration. Preventative treatments such as chip sealing were described as methods to slow oxidation, reduce water infiltration, preserve roadway flexibility, and extend pavement service life.

- **James Lesher – Municipal Services Supervisor Regional 8:** Mr. Lesher discussed previous PennDOT rehabilitation practices for deteriorating concrete roadways during the 1980s and 1990s, including roadway pulverization, reconstruction of the base material, and asphalt overlays.

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- **James Gold, Founder and CEO – Pavement Management Group:** James Gold, Founder and CEO of Pavement Management Group (PMG), provided an overview of modern pavement management practices and discussed advancements in roadway condition assessment technology. Mr. Gold emphasized that pavement management involves more than simply evaluating roadway conditions and described it as applying “the right treatment to the right pavement at the right time.” He explained that roadway infrastructure is typically one of the largest financial assets maintained by municipalities and that deferred maintenance significantly increases long-term repair costs.

Discussion included the use of Geographic Information Systems (GIS) and roadway inventory mapping to organize and track municipal road networks. Mr. Gold explained that pavement management programs begin by identifying and categorizing all Township-owned roads while excluding state, county, and private roadways from analysis.

Mr. Gold described PMG’s roadway assessment process, which includes on-site high-definition video capture of roadway conditions. He stated that the technology allows roadway conditions to be reviewed remotely and incorporated into pavement management planning. The video documentation can also assist municipalities in responding to resident concerns and evaluating roadway damage claims.

Additional discussion focused on the Pavement Condition Index (PCI) system developed through ASTM standards in the late 1980s. Mr. Gold explained that the PCI system evaluates various pavement distress types, including alligator cracking, rutting, potholes, edge cracking, and surface failures, and assigns roadway condition ratings on a scale from 0 to 100. These ratings are grouped into condition categories such as excellent, good, fair, poor, and failed to assist municipalities in prioritizing roadway maintenance and repair projects.

Mr. Gold also discussed the use of artificial intelligence and modern software systems in pavement assessments. He explained that AI technology can be trained to identify roadway distress types and severity levels based on established engineering standards, although human quality control remains necessary to ensure accurate roadway condition evaluations and maintenance recommendations.

The discussion focused on the use of video-based roadway condition assessments versus traditional field (“boots on the ground”) inspections. A question was raised challenging the need for physical site visits when high-definition video is already available to evaluate roadway conditions, particularly for assets scored in poor or “red” condition. It was suggested that video may reduce subjectivity and, in some cases, provide even better consistency than field inspections. In response, he explained that while video is a valuable tool, especially for network-level pavement management and condition scoring, it has limitations when it comes to project-level evaluation.

The consultant emphasized that their approach uses video to produce accurate network-level scoring and to prioritize assets, followed by targeted field verification for selected sites when necessary. This hybrid approach helps balance efficiency with accuracy.

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- **Daniel Laufer, Senior Sales Manager, Vialytics:** Mr. Laufer provided an overview of Vialytics, founded in 2018 in Stuttgart, Germany, originated from an incubator focused on improving road conditions for autonomous and connected vehicles. It is backed by major investors including Volkswagen and Scania and has since expanded operations across Europe and the United States, now serving over 200 municipalities. He said the system is mobile and cloud-based, requiring only smartphones (iPhone or Android) mounted in municipal vehicles. Artificial intelligence is then used to assess pavement conditions, inventory assets (such as signs, manholes, and storm drains), and identify visible damage. The platform is positioned as a broader public works management tool, not limited to pavement assessment. It also supports work order management, citizen complaint tracking, and field reporting through mobile applications.

He noted that frequent, repeat assessments help track changes in road conditions due to traffic, weather events, and utility work. The platform includes multiple service tiers (Essentials, Pro, Enterprise), with higher tiers offering integrations with GIS systems and municipal work order platforms. It also supports lifecycle asset management, budgeting tools, and maintenance planning.

A key use highlighted was maintaining institutional knowledge and asset history in municipalities, referencing examples where workforce turnover led to loss of infrastructure records. The system aims to create a continuous digital record of public assets and maintenance activity.

Mr. Laufer concluded with a live demonstration of recently collected roadway data, showing how quickly field data can be processed and made available in the web platform, including condition scoring and geospatial work order mapping.

Board Discussion: Chair Demas asked PAAMA, PMG and Vialytics to forward a copy of their presentations. The Chair also requested proposals to be prepared. To be used possibly for the regular Board meeting on May 27th.

Adjournment: With no further business to be discussed by the Board, Supervisor Yingling moved, seconded by Supervisor Gearhart, to adjourn the meeting. Motion carried, unanimously. Meeting adjourned at 8:50 pm.

Respectfully submitted,

Sheri Moyer
Township Secretary