Gate Committee Meeting
June 12, 2017
Silverwood Clubhouse

Call to Order: 7pm
In attendance: Kristen Norton, Mike McKeever, Marty Haloda, Juliet Withem Bob Pierce Cory from Savannah Fence.

After calling the meeting to order, Kristen introduced Cory to everyone and explained the purpose of his presence. He was there to educate the group on the options and solutions to the gate and traffic control issues that have been identified.

On Friday, June 9, 2017, Kristen requested a quote from Cory for a 19' barrier gate arm (the current one is 14') along with the hydraulically operated barrier gates. This quote would also include having lights on the barrier arm, and red/green lights on the cabinet itself. Unfortunately, Cory was unable to get the quote to Kristen before the committee meeting. Note: The quote was received via email the morning of June 14, 2017.

After informing the group that the quote wasn't yet available, conversation switched to current issue discussion and possible solutions. Bob Pierce asked Cory if there was any way to make our current 14' arm longer, perhaps with a cantilever. Cory said there is not. Bob also questioned the number and location of the sensors currently at the entrance gate. Concern from residents has been communicated over the barrier gate arm closing on their vehicles should the relay time be reduced. Cory explained that there should be no worry of the barrier gate arm closing on vehicles because there are two sensors. There is a loop sensor that was installed years ago under the asphalt/concrete. There is also an ultrasonic sensor located just past the gate on the right side. Both sensors were installed roughly 20 years ago. The arm will not close on vehicles because the sensors know the difference between a car or tractor trailer crossing the gate.

Mike McKeever asked Cory's recommendation on the amount of time the arm should remain up once activated. For traffic control, which is what we're wanting, Cory recommended having the arm ideally close behind every vehicle. It is possible to program the system so that when the barcode reader/car scanner is activated, it will only allow one vehicle to pass. The system can also be programmed so that the time allotted for barcode/card reader activation and call box activation are different. Allowing a longer 'relay strike' (time the arm is up)when activated by the call box instead of the barcode/card reader would allow any type of vehicle, whether a guest in a Fiat, or a tractor trailer containing building supplies can make it past the gate without the barrier arm trying to close.

Cory said that the MOST important part of traffic control with controlled access gates is having cameras that can CLEARLY capture the image of the tag and car. It was noted by Mike McKeever that the current camera system is roughly 20 years old.

Cory explained that if we chose to upgrade the barrier gate arm operating system, we'd have a true DC battery backup. During a power outage, our current systems opens the gate and leaves it open until power resumes. With a DC battery backup, the arm would operate as

normal until the battery became too weak to operate. Other advantages of an upgraded operating system is the option of flashing lights along the arm and lights at the base that flash green when you're clear to go, and red when not.

The other option discussed involves moving the entrance gate barrier gate operating mechanism, which is housed inside a metal cabinet 2-3 feet into the road toward the guard shack. Moving the cabinet would allow us to continue using our current system with the 14' barrier arm gate. It would reduce the gap between the end of the arm and the curb enough to where cars cannot squeeze through unauthorized. If the cabinet were moved toward the guard shack, a new curb would have to be put into place to guide traffic away from it and to also help water flow when rains are heavy. The benefit of choosing this option would be when it's time to finally replace our current system being able to purchase a smaller operating mechanism (that can operate a 14' arm) than the larger one required to operate a 19' arm. Quotes will be solicited to find out exactly how much moving the cabinet, placing the curb, and wiring will cost.

Regardless of what we choose, Cory strongly recommends a service contract. Mike McKeever recalled that we had a service contract, but let it lapse 3 to 4 years ago. Cory recommended that we consider a service contract to begin immediately. The barrier gate arm components will last longer and operate much better if they are serviced and maintained.

To close the meeting, Bob Pierce volunteered to go through the operator's manual for our current specific system and research how to adjust the timer and see if it is possible to add lights to our current barrier gate arms, and red/green light.

Before the next meeting, which should take place in 2 – 3 weeks, Mike is going to look into getting fiberglass arms instead of our current aluminum arms. Fiberglass is lighter than aluminum. So, theoretically, we could use a longer fiberglass arm instead of our shorter aluminum one.

Meeting adjourned at 8:44pm